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# AIR CORPS NEWSLETTER

VOL. XXIV MARCH 15, 1941 NO. 6

# The Air Corps News Letter

VOL. XXIV NO. 6

Intelligence Division
Air Corps

March 15, 1941

Munitions Building
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The purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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## M A T E R I E L

### IMPROVED SPARK PLUG DEVELOPMENT

By the Materiel Division Correspondent

The Materiel Division, Wright Field, Dayton, Ohio, recently announced the approval of two new type spark plugs which are expected to improve very considerably a situation which has for many years troubled operating personnel.

For some time past, all spark plugs used in the Air Corps have been provided with mica insulation, but the output of some of the newer power plants is so high that mica designs have given excessive trouble. In order to improve this condition, the Division, about a year and a half ago, started intensive work on ceramic insulated plugs.

Since that time, hundreds of hours of test stand and flight operation were completed on designs submitted by numerous manufacturers. The two types just approved, designated as LS85 and C34S, are made by the A. C. Spark Plug Division and the Champion Spark Plug Company, respectively. Both of these plugs are of the long reach shielded 18 mm. type, and are made to Army-Navy dimensions. These provide for a standard 7/8-inch shell hex and a 5/8-24 elbow thread.

#### Used by Foreign Air Forces

The English and German Air Forces have been flying ceramic insulated plugs since the start of the present war, although in some cases the engine outputs were not particularly high, so that the discontinuance of mica designs was doubtless due in part to the fact that this insulating material must be imported by these two countries.

Although it is a fact that mica is a strategic material in the United States, the development of ceramic plugs was prompted equally by the necessity for superior performance.

The scaley deposit which forms on the nose of all types of mica plugs is a relatively good insulator when cold, but under excessive loads or with fuel somewhat below the specification requirements, this scaley deposit may become a conductor, thus causing the plug to stop firing.

Tests made on mica plugs after reasonable periods of service show that the pre-ignition rating has dropped to an alarming degree, so that failure in service under unusual conditions might be expected. The ceramic spark plug accumulates practically no deposit on the nose of the insulator and thus is not subject to the troubles mentioned above. This factor is regarded as of extreme importance in engines for operation under wartime conditions, which implies heavily loaded airplanes and possibly shortened runways.

Whereas mica plugs are now shipped to the Depots for reconditioning at each 100-hour interval, or often many hours less, it is anticipated that the new ceramic types can be given what little servicing they need by the operating personnel. The only work anticipated is a gap resetting and, possibly, an occasional sandblast at 100-hour intervals. Although figures are not yet fully available, there is a strong possibility that a single set of these new plugs may be run for the overhaul life of the engine with only the limited amount of service work described above.

#### Definite Step Forward

Although the new spark plugs, as well as other ceramic designs, will unquestionably be improved in the future, they are regarded in the present form as a very definite step forward. Some spark plug troubles, actually due to moisture leakage from the harness, can-

not be improved by these new type plugs, but electrical leakage from breakdown of the spark plug insulation proper should be practically eliminated.

Although extremely rigid in construction, these new spark plugs will have to be handled with reasonable care to insure against the breakage of the ceramic cores and barrel insulation. Treatment that formerly weakened the mica spark plug, so that it failed after a few hours of flight, may damage a ceramic plug immediately, but this is regarded as an advantage rather than a disadvantage, since rejection prior to installation is more desirable than after a few minutes of service.

A handy wrench is being delivered to the Air Corps Depots for assistance in installing the new Army-Navy standard spark plug elbows. This wrench can be found under the nomenclature of:

Wrench, Elbow #39A5279-1 "Long"
Wrench, Elbow #39A5279-2 "Short"

All the Army-Navy standard plugs have one hex size, namely the 7/8 inch, which will be a boon to the crew chief who formerly had to carry several sizes of spark plug wrenches.

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## DEVELOPMENT OF SUBSTITUTES FOR STRATEGIC LINEN

By B.A. Holgate, Jr.
Textile Engineer, Wright Field

As the potential supply of linen fiber is not sufficient for Air Corps needs, the development of a substitute for this material was necessary. An analysis of the specification requirements for linen showed that nine of the ten samples of linen webbing were not designed for full efficiency. The strength-weight ratio of the samples was taken as the construction efficiency of the sample.

The first step in the search of a substitute for linen was that of obtaining a non-strategic fiber which would produce a strength-weight ratio equal or better than linen. As Nylon is a domestic product of high strength, it was selected as a suitable material from which to construct initial samples of webbing. After the development of the original samples, and redesigning to produce a more efficient substitute, a specification was drawn up for it. Since, however, the supply of Nylon is limited, being used in great volume in the hosiery industry, it was considered advisable to develop another domestic substitute for linen.

The most plentiful domestic fiber is cotton; hence, the ideal substitute should be developed from this material. Since cotton has a relatively short staple length, the yarn strength is dependent upon the friction which can be developed between the individual fibers rather than the tensile strength of the fiber itself, as in the case of Nylon and linen.

In attempting to develop a higher strength cotton yarn, the most logical source would be those manufacturers constructing tire cords. A few years ago, a manufacturer of tire cord had developed a high strength cotton yarn to be used in the construction of tires. In the manufacture of this yarn, a special process was devised and the yarn subjected to the treatment. This treatment, in effect, cemented or vulcanized the cotton fibers in the yarn, which in turn increased the coefficient of friction between the individual fibers. This more nearly approached the actual fiber strength of cotton. The actual tensile strength in pounds per square inch of a cotton fiber is greater than that of steel; however, this is not generally appreciated by the average layman, due to the fact that when cotton is processed into yarn form, a homogenous mass is not obtained as in the case of steel.

Samples of cotton webbing were made up of the most inefficient linen webbings in order to ascertain if this type of cotton yarn would produce a suitable substitute for linen. Preliminary samples proved to be better than expected and, therefore, a cotton webbing was developed for each linen webbing, with the exception of Type 8, which was the most efficient linen webbing, and which is used as the main webbing in parachute harnesses.

It was found by early experiments that this so-called vulcanized yarn was not sufficiently strong to produce cotton webbing in the desired dimensions. The cotton used in the original vulcanized yarn was approximately 1-3/16 inches in length. It became necessary further to increase the friction between the fibers, and the most logical method was to obtain more fiber surface. This was accomplished by the use of a special type of domestic cot-

TABLE I

| Type | Width (in) | Thickness (in.) | | | Weight Maximum (oz/yd) | | | Tensile Strength Minimum (lbs. full width) | | | Minimum Strength-Weight Ratio | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Linen | Cotton | Nylon | Linen | Cotton | Nylon | Linen | Cotton | Nylon | Linen | Cotton | Nylon |
| 1 | 9/16±1/32 | .04-.05 | .04-.05 | .04-.05 | 0.40 | 0.40 | 0.40 | 350 | 350 | 400 | 24.3 | 24.3 | 27.8 |
| 2 | 1±1/32 | .04-.05 | .04-.05 | .04-.05 | 0.90 | 0.75 | 0.70 | 475 | 575 | 500 | 14.7 | 21.3 | 19.8 |
| 3 | 1-1/4±1/32 | .04-.05 | .04-.05 | .04-.05 | 1.10 | 0.90 | 0.80 | 600 | 750 | 650 | 15.1 | 23.1 | 22.6 |
| 4 | 3±1/16 | .05-.10 | .05-.10 | .05-.10 | 2.70 | 2.50 | 2.50 | 1800 | 1900 | 2000 | 18.5 | 21.1 | 22.2 |
| 5 | 5±1/8 | .05-.10 | .05-.10 | .05-.10 | 4.60 | 4.30 | 3.00 | 3000 | 3100 | 4800 | 18.1 | 20.0 | 44.5 |
| 6 | 1-3/4±1/32 | .06-.07 | .07-.09 | .06-.07 | 1.92 | 2.10 | 1.40 | 1200 | 1800 | 1500 | 17.4 | 23.8 | 29.8 |
| 7 | 1-3/4±1/32 | .14-.17 | .14-.17 | .14-.17 | 4.80 | 3.00 | 2.40 | 2800 | 2600 | 3200 | 16.2 | 24.1 | 37.1 |
| 8 | 1-3/4±1/32 | .07-.09 | .07-.085 | 07-.09 | 2.70 | 3.00 | 2.20 | 3000 | 2900 | 3300 | 30.9 | 26.8 | 41.6 |
| 9 | 3±1/16 | .07-.09 | .09-.115 | .09- 115 | 4.60 | 4.65 | 3.00 | 4000 | 4500 | 4800 | 24.2 | 25.6 | 44.5 |
| 10 | 1-3/4±1/32 | .14-.17 | --- | .14-.17 | 4.80 | ----- | 3.40 | 5000 | ----- | 5000 | 28.8 | ---- | 40.8 |

ton known as Pima. The average staple length of this type of cotton was approximately 1-5/8 inches to 1-3/8 inches. From this yarn a suitable substitute was constructed.

The specification values for linen, cotton, and Nylon webbing are shown in Table I along with the minimum strength-weight ratios for each type. The strength-weight ratio is an arbitrary figure obtained by dividing the tensile strength per inch of width by the weight per square yard of fabric or webbing.

It is evident in this Table that the Nylon substitute is superior to linen and cotton, with the exception of Type 3.

From a technical standpoint, the Nylon webbings would be the most suitable substitute. However, the economics of the question should be taken under consideration before definite conclusions are reached. If the average price is considered, $1.00 would purchase a given length of linen; the same length of cotton could be purchased for 63 cents; whereas the same length of Nylon would cost $1.90. As the cotton webbing is the most economical domestic substitute and also equal in physical characteristics to linen, it is apparent that, from an economical standpoint, the use of Nylon is not desirable. Since Nylon is a recently developed synthetic, all the physical and chemical characteristics are not known, such as aging, effect of weather, and the photochemical action of ultraviolet light; whereas, cotton and linen are of the original fiber family, and their physical characteristics have been thoroughly investigated.

Webbing is the most important use for linen; however, cords and tapes were also manufactured from this material. Cotton cords are being developed at the present time and are nearly complete. A few changes, however, are being made in the construction, and also more data are being obtained on the physical characteristics, other than those required by the linen specification, before the cotton cords can be offered as suitable substitutes. The Nylon cords have been developed, but no specification has been issued due to the economics of Nylon substitutes. In case of an emergency, this substitute yarn can be used.

Silk is also a strategic material and is an integral part of the life-saving equipment of the Air Corps. Silk canopy fabric is the main use, but suitable substitutes have been designed and discussed quite generally. Silk thread, suspension lines, and tapes are also used in considerable quantity. It is desirable to develop substitutes for these materials, not because the potential supply is low or threatened,

(Continued on page 5 )

## AIRPLANES MUST BE FED

By the Materiel Division Correspondent

The problem of refueling and supplying lubricating oil to Army Air Corps planes is taking on enormous proportions as additional fields are equipped and new squadrons activated for the national defense program.

Materiel Division engineers at Wright Field are meeting this problem with developments of new fueling and oil trucks, designed to meet particular needs of service in the field and capable of operating on almost any terrain.

A fuel-servicing truck, tractor-trailer type, the F-2, and a truck designed to carry lubricating oil, the L-1, are now in production, after passing rigid tests at Wright Field.

Only recently, the Wright Field Equipment Branch developed a 4,900-gallon fuel-servicing truck, and the new F-2 fuel-servicing truck is designed to complement this model in a smaller size, with a 2,000-gallon capacity. The F-2 is designed to service airplanes of not as great a fuel capacity as that of the heavy long-range bombers, for which the 4,000-gallon tank trailer was primarily designed.

The new F-2 development can use tractor units manufactured commercially, whereas the larger tank trailer requires huge custom-built tractors.

The new unit can service as many as four airplanes at a time. Equipped with four hose reels, two in a rear compartment and two in side compartments, each with a 50-foot hose, the truck has two gasoline-engine-driven fuel pumps, with a total pumping capacity of 160 gallons a minute.

The pumping compartment is equipped with automatic carbon dioxide fire extinguishers which release at any explosion or sudden rise in temperature. All electric fittings and lights are explosion-proof, and the pumping compartment is lighted for night operations.

Hose reels are wound by air motors, conserving manpower. The trailer will pump through any or all hoses simultaneously. Valve installations make it possible to evacuate fuel from airplane tanks, or to transfer gasoline from one airplane to another, or to fill the tank trailer from a railroad tank car. Fluid segregators, eliminating foreign matter and water, are installed.

The tractor is a commercial four-wheel drive, 2-1/2-ton unit, of 131-inch wheel base, powered by a 6-cylinder, 90-horsepower engine. It has eight speeds forward and two reverse. The cab of the tractor unit is set directly over the engine, increasing maneuverability and vision of the driver. Heat from the engine makes other cab heating equipment unnecessary. The cab is equipped with special ventilators. Air brakes are equipped with a low pressure indicator which makes an audible signal until the pressure is built up to a point where the brakes will function properly.

The overall length of truck and trailer is 35 feet, and the weight of the trailer, loaded, is 20,000 pounds. The complete tractor-trailer will operate at speeds as high as 45 miles an hour on the highway, and it can negotiate virtually any road, trail, or ordinary open country. The trailer tank is built of welded non-corrosive aluminum-alloy and is mounted on two double pneumatic wheels.

The oil truck, which is a new departure in airplane servicing for the Air Corps, was designed because of the inconvenience and delay resulting from servicing both oil and gasoline from the same unit, as has been the practice heretofore. Chassis for the L-1 is interchangeable, in whole or in part, with that of the F-2.

The oil tank has a capacity of 660 gallons of lubricating oil, housed in three compartments, the center one, of 100 gallon capacity, being insulated and having electric immersion heaters which keep the temperature at 110 degrees by thermostatic control, regardless of outside temperatures.

Power may be obtained either from outside sources or from a 3,000-watt generator plant installed on the truck. In addition to being used for heating the tank, the plant may also be used for operation of electric handtools and other equipment.

Two hose reels are supplied from a gasoline-engine-driven pump, which has a dispensing capacity of 18 gallons a minute. Over-sized pipelines are used to permit flow of lubricating oil at cold temperatures, and the system is so arranged that oil can be blown from the pipelines and hose to prevent congealing in cold temperatures, when the lines are not in use.

Oil can be pumped from the two outside compartments into the center heated compartment, so that after the center compartment is drained, it may be refilled from the end compartments.

The tractor unit for the oil truck is similar in most respects to that for the gasoline truck, but a smaller

engine is used, since the load is not as heavy. A similar top speed of 45 miles an hour may be obtained, and the oil truck likewise will negotiate almost any desired trail or terrain.

Mr. J. C. Scott was the project engineer on the two new units, under the general supervision of Maj. R. P. Williams, Chief of the Equipment Laboratory, and Capt. Rudolph Fink.

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## A MOTOR-DRIVEN TOBOGGAN

Major Herbert L. Kumpfer, Selfridge Field Base Inspector, received reports that high ranking Army officers were "favorably impressed" by the military motor toboggan, which he co-designed, in recent tests at winter war maneuvers near Fairchild, Wis.

The basis for the military model suggested by Maj. Kumpfer, is a snow sled invented in 1927 by Carl J.D. Eliason, of Sayner, Wis., a long-time hunting friend of the Selfridge Field Air Corps officer.

Manufactured for the Army by the Four Wheel Drive Auto Co., the motor-driven toboggan is 10 feet long and 3 feet wide. A cleated caterpillar belt, resembling a tank tread, runs lengthwise down the sled's center and drives it at 50 miles an hour. The machine will carry three soldiers and a 30-calibre machine gun. It lies close to the ground and can scarcely be seen as it roars through waist-high brush cover in the winter maneuver area.

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## SUBSTITUTES FOR STRATEGIC LINEN

(Continued from page 3)

but because of the possibilities of such being the case. The items listed above have all been developed in Nylon, and at the present time an attempt is being made to reproduce these articles in domestic cotton or some other suitable domestic substitute.

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# L A W S O N  F I E L D ,  G E O R G I A

From a sleepy little "air plot," manned by a hundred men and eight officers, to a modern military airdrome teeming with activity in the short period of six months, is the remarkable story of Lawson Field, Fort Benning, Ga. This home of the Army's famous Infantry School, and the almost as famous, experimental 501st Parachute Battalion, suddenly came to life late in 1940 with the addition of a GHQ Air Force Unit, two additional C&D Observation Squadrons, and the 62nd Air Base Group, and is rapidly growing to gigantic proportions.

So rapid has been the growth of Lawson Field since the former days of "Flight B," as the unit stationed at Lawson Field was then called, that correspondence is still being addressed to it.

In an effort, therefore, to acquaint the outside world with our organization and with our really interesting and "different" functions, we make this initial contribution to the Air Corps News Letter.

There will be more information on our personnel and special articles dealing with our activities in connection with the Infantry School, the Parachute Battalion and the Armored "Panzer" Divisions, which should be of considerable interest to Air Corps personnel, most of whom have never had the same contact with these really interesting ground units.

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When establishing a new field or re-christening an old field, it has always been the custom of the War Department to memorialize a flying officer who had lost his life in the line of duty. After a careful study of historical data available, it was decided to name the airdrome at Fort Benning in memory of Capt. Walter R. Lawson, a native of Georgia, who was killed in an airplane accident at Dayton, Ohio, in April, 1923.

In 1932, a group of Air Corps officers and enlisted men from the 16th Observation Squadron, stationed at Fort Riley, Kansas, was transferred to Lawson Field to constitute an Air Corps unit for utilization by the Infantry School for tactical and allied problems. It is rather coincidental that at this time the 16th Squadron was under the command of Capt. Warner B. Gates, who as a Colonel now commands Lawson Field. The group, known as "Flight B," 16th Observation Squadron, carried on operations at Lawson Field until the fall of 1940, when the 15th Bombardment Squadron (L), GHQ Air Force, commanded by Maj. John P. Doyle, Jr., and comprised

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## ACCOUNTING STUDENT'S TIME AT RANDOLPH

The News Letter Correspondent, delving in statistics, calculates that a student undergoing the ten weeks' basic training course at Randolph Field, Texas, has a total of 1,680 hours at his disposal, but is required to spend only 70 of them among the clouds, which leaves 1,610 hours to be accounted for. When a student winds up his ground instruction, he has used up 334 more hours, for class room studies in military law, radio code, weather, radio communications or military hygiene take up three hours a day, or a total of 189; drill and athletics, 70 hours, and courses in English and mathematics, airplane engines and maintenance, another 75 hours, thus leaving 1276 hours still to be disposed of. But even Flying Cadets have to eat, so with three "chow" sessions a day and study periods, the time is whittled down to an even 1,000 hours. Sleep is also a necessity, and with taps at 9:30 p. m. and Reveille at 5:45 a. m., or 8 hours and 15 minutes a day, the time inventory drops down to about 440 hours. Since the bright lights of San Antonio are only 30 minutes away, an allowance of 29 hours is made for entertainment in the Alamo City each week-end, which leaves but 140 hours left of the original 1680. Half of the small remainder could be spent with the instructor, who is always willing to give his pupils a few extra helpful tips or pointers, while popular "bunk flying" easily gobbles up the last 70 hours, because the student pilots do love to chat and dream about the "wings" which rapidly become a reality.

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The teachers have outnumbered the pupils! This shows how rapidly the Army Air Corps is growing.

In 1937, approximately 230 Flying Cadets were receiving their primary and basic flight training at Randolph Field, Texas, 62 instructors then being needed.

During the early part of 1941, 287 commissioned officers, were on the flying line, or approximately 57 more than the total number of Flying Cadets back in 1937. The students, now numbering 900, undergo basic training only, for the A-B-C's of flying, heretofore taught in the primary stage at Randolph Field, now constitute the function of various civilian elementary flying schools throughout the country.

So rapidly is the Army Air Corps being enlarged that the number of instructors at the "West Point of the Air" almost doubled in the past year; there were 153 on duty in 1940, as compared with 138 in '39, 104 in '38 and 62 in '37.

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## SOUTHWEST AIR CORPS TRAINING CENTER

The transposition of two classes of Flying Cadets and of two school squadrons between Bakersfield, Calif., and the Basic Flying School at Moffett Field was accomplished early in February under the direction of Col. E. B. Lyon, Commanding Officer.

Class 41-C, the second class of Flying Cadets at Moffett Field, returned to that base on February 7th and on the following day, Class 41-D, which had been at Moffett Field for approximately a month, proceeded to Bakersfield, where a temporary station had been established. Weather conditions which rendered Moffett Field too soft for flying necessitated these measures, Because of the fact that the weather held back the training of Class 41-D, it was sent to the temporary station at the Kern County Airport at Bakersfield to make up its flying time.

The 78th School Squadron, under the command of Capt. S. W. Cheyney, is in charge of the maintenance of the training ships at the Bakersfield base, having relieved the 79th School Squadron, commanded by Capt. L. O. Brown, which returned to Moffett Field.

Class 41-C, numbering 128 Flying Cadets, departed for the Advanced Flying School at Stockton, Calif., to begin the third and last stage of their training, having completed their basic work at Moffett Field and Bakersfield, The death of one of its members in a crash, Cadet Robert Baylis, formerly of Wenatchee, Washington, marked the first fatality since the training program was inaugurated on the West Coast.

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## FLYING CADETS FROM ALL WALKS OF LIFE

Because of the increased size of the newest class of Air Corps flying cadets attending Ryan School of Aeronautics at Hemet, Calif., a varied and interesting list of previous types of employment is represented on the roster of Class 41-F. "The extreme divergency in backgrounds of the students presents a remarkably clear picture of the lack of

class distinction that can be found only in a democracy such as ours," declares the News Letter Correspondent.

One instructor was assigned four cadets whose previous occupations included those of a police officer, a bartender, a candidate for the ministry and a florist. Hollywood arts are represented by a former artist from the Walt Disney studios, and a technicolor cameraman and technician.

In one section, the former skipper of a yacht, a petroleum engineer and an interior decorator fly their schedules with a radio announcer, a drummer from a swing band and a swimmer from Billy Rose's Aquacade. A former butcher, a process server and a WPA supervisor wait their turn on the flight line with a school teacher, a forest ranger and a machinist.

From every walk of life they come, but their reasons for enlisting in the Air Corps are unusually similar as well as gratifying. The foremost reason given was a desire, in these troubled times, to leave their former occupations to serve their country in the branch they felt themselves best suited for.

Many recognized the value of the education and training offered by the Air Corps and were eager to accept it to be prepared not only for any possible national emergency, but for a secure position later in civil life.

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## CAL-AERO ACADEMY

Cal-Aero Academy's new $300,000 training center at Oxnard, Calif., will receive its first group of 135 Flying Cadets for primary training on March 22nd, following the record-breaking speed in construction comparable to that accomplished last year, when Cal-Aero's model training center at Ontario, Calif., was completed in 40 days and nights of working time.

The new training center will replace Cal-Aero's temporary barracks at Oxnard, which accommodated only 45 cadets per class.

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Marking a second radical departure in the training of Flying Cadets, basic training at the Ontario Training Center of Cal-Aero Academy was scheduled to start on March 22nd.

One hundred Flying Cadets of the present primary class will be retained at the field for their basic training by Cal-Aero instructors, and 50 Vultee BT-15 Basic Trainers were assigned to Cal-Aero for this purpose.

The contract given Maj. C.C. Moseley's school is the first in the history of the Air Corps to be awarded to a civil school, and may be the forerunner of a policy which will release Air Corps fields now devoted to basic training, for more important military flying and tactical training.

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## THE NIGHT SHIFT AT KELLY FIELD

Five o'clock! Work call for the night crew at Kelly Field--just the time when most men throughout the nation are thinking of going home. The mechanics hurry to the hangars of the 52nd Squadron to report in on time. As they go they search the skies for sufficient clouds to prohibit night flying, but a clear sky meets them and a sharp new moon is hanging above the horizon even before the sun is well down. Section II is scheduled for a night cross-country trip up to Kerrville, over to Waco, then back the light line to Kelly Field.

Most of the airplanes, however, are still in the air completing the afternoon flying. By six o'clock the students have brought the ships in and taxied them up in front of the hangars. The crew chiefs are out to meet the incoming planes, and down the long line run gasoline trucks which fill the tanks with gas and oil for another three hours of flying. The mechanics snap into the last minute checks and inspections which must take place before night falls--those ever essential few minutes of work that are all important to the machine and pilot, the checking of lights, the gas and oil, and the nine cylinders that must work together in perfect timing!

It is six-thirty, and the first student has taxied his airplane to the edge of the runway, the take-off position from which he radios to the "tower" that he is ready. The control officer replies with orders to "Take off when Clear." Zoom! the first plane is in the air flying along with the last rays of a Texas sunset. The remaining planes follow him at three-minute intervals. When the last one has cleared the field, the fading roar of his engine leaves Kelly Field in a peaceful silence.

Soon, the first plane has radioed in for landing instructions. He receives the Control Officer's reply, "Wind 150 degrees, 15 miles, wheels down, pressure up, come in over north-west flood light and land." The battery of floodlight sweeps away the night as the stu-

dent approaches the field and cuts his throttle back for a landing. The rest come in from the dark in the same order they took off. Then follows another speedy check and gasoline service by the mechanics for the planes that "go around again" for another trip piloted by other students.

Most of the airplanes take off for the second flight, and those not needed in this second phase are rolled into the hangars, where the cowlings are unfastened, and another inspection begins. Before the mechanics are finished, any number of six routine inspections may have to be made. These planes must be ready to fly at six in the morning. The pre-flight inspection is made all over again. For the daily inspection the cowlings are removed for the check of all oil and fuel lines. Then a general inspection of all working and moving parts takes place for cracks, wear and other troubles that make the hair of mechanics turn gray.

For every 25 hours of flying a complete visual check of the entire airplane and engine takes place. In the middle of the night the men are testing control cables for wear and frays and propellers for nicks and tightness. Wing surfaces are checked for dents and holes. The fuselage must be clean. Often an airplane adds up 15 hours in the air a day, and many times the night crew completes a 25-hour inspection before morning. The 50-hour inspection is much more thorough and searching than the other ones. After about 500 flying hours, a new engine is installed, and the old one is sent to the depot for a "rest cure."

There are a radio crew, painters, and carpenters who work right along with the "night owls."

Wow! the last plane did not land until 12:45! The mechanics are fast refueling the ships and rolling them into the hangars. Each plane is looked over carefully and its time added up. A 50-hour inspection is needed on 105. and 113, while three other ships in this hangar needed 25's. It is one-thirty in the morning and there is still a lot of work to do. These planes have to be cleaned up during inspections and grease and grime removed from the engines. The men labor right on past 3:00 a.m. When the last plane is ready to fly for the morning schedule, the hangar chief shouts: "Let's close up!" A cheer goes up, the hangar doors are closed, dirty rags are picked up and trash carried out. At 4:00 a.m. they are finally through and it is time for the boys to "hit the bunks."

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SOUTHEAST AIR CORPS TRAINING CENTER

The Air Corps Advanced Flying School at Maxwell Field, Ala., held its second graduation on March 14th in the Post Theater. Of the 155 students who completed the course, 40 were Regular Army Officers and 115 were Flying Cadets. Col. Albert L. Sneed, Air Corps, the School's Commandant, who delivered the graduation address and presented the diplomas, stated in part: "You are standing upon the threshold of a larger career as commissioned officers as well as flying officers in the armed forces of the United States. You have learned to master the airplane, you have yet to learn to lead men. The quality of leadership is something that can not be fixed in you by an act of Congress. You will learn leadership only in the school of experience, and I advise you to take advantage of every opportunity to learn the intricate duties of an officer in the organization to which you will be assigned. Do not flee those duties - welcome them. You will learn leadership through your contacts with your men."

Hundreds of relatives and friends of the graduates traveled long distances to attend the exercises, taxing the capacity of the theater. At the conclusion of the exercises, the class and guests went to the flying line where news reel cameramen took pictures of the Cadets and incidents of the graduation.

This class commenced its training at Maxwell Field on January 4th with an enrollment of 164, over 94% graduating. Of the nine students who failed to complete the course, one was a fatality, three were held over for the succeeding class, and the other five were relieved for various causes. The flying time for this class totalled 11,468:49 hours. Days lost due to bad weather conditions numbered 14.9. At the present time 98 AT-6A and BC-1A airplanes are utilized at this school for student flying.

Air Corps officers constituting the faculty of the school are as follows: Col. Albert L. Sneed, Commandant; Maj. Burton M. Hovey, Jr., Director of Training; Capts. Mills S. Savage, Commandant of student officers and Flying Cadets; Wm. J. Holzapfel, Jr., and Kurt M. Landon, Commanding Officers of Training Groups I and II, respectively; 1st Lieuts. Wm. K. Kincaid, Director

of Ground Training, and Eldon J. Hoar, Secretary. The Flight Surgeon is Maj. Wm. F. DeWitt, Medical Corps.

Class Se-41C, which is undergoing training at Maxwell Field at present, consists of one officer of the Regular Army and 157 Flying Cadets. Class SE-41D, scheduled to commence its training on March 17th, will consist of about 150 students.

On February 20th, 21 second lieutenants were assigned to Barksdale Field, La., for duty with the Advanced Flying School. In the same month 165 Flying Cadets reported at this Field for advanced training.

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BASIC FLYING SCHOOL, MONTGOMERY, ALA.

"Gunter Field" is the new name of the Air Corps Basic Flying School at the Montgomery Municipal Airport.

Among the many difficulties confronting the Air Corps Basic Flying School at Montgomery, Ala., a most tantalizing handicap was that of being without a name. The name of a military headquarters is to administrative and operative forces almost as important and necessary as the stick is to an airplane pilot, particularly in the case of a new Army post. Operations are rendered more difficult and confusing through the absence of a suitable designation.

And then there is that little matter of pride, for it seems that, through the absence of a name, this school lost considerable recognition and publicity. For a number of years, Montgomery, Ala., was identified in a military way with Maxwell Field, and many still think there is only one Air Corps Headquarters in that city. In August, 1940, the War Department acquired Montgomery's municipal airport for development into a Basic Training School for Air Corps pilots. Since the name of this airport remained unchanged, it was found to be inappropriate and misleading. Meanwhile, the airport developed into an enterprising Army post but without any tangible identity.

Defense program accomplishments at Army posts, such as Maxwell Field, Eglin Field, or Fort Benning, came to the notice of the Airport personnel, but their own performance went unrecognized and unsung.

Possibly, it was too awkward for newspaper men to write "the airport on the Upper Wetumpka Highway," or "the former municipal airport," or the "Air Corps Basic Flying School."

How simple will it now be to say - Gunter Field, Alabama. And much more informative, too! Probably it will not even be necessary to add "Montgomery, Alabama," for the name "Gunter" was closely associated with Montgomery for so many years that it is presumed everyone knows or has heard of Montgomery's late Mayor Wm. A. Gunter.

Selecting the name of a non-military person for an Army airdrome apparently sets a precedent, but in this case it is highly approved and welcomed by both military and civilian personnel in Montgomery, and it is a source of gratification to them that the War Department has honored the late Mayor Gunter, who did so much to promote aviation in this section of the country. His was the guiding force which resulted in the establishment of the Municipal Airport in Montgomery in 1929. When it became known that this airdrome was needed for national defense, he aided in effecting its acquisition by the War Department.

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Now that the Air Corps Basic Flying School has been made a bona fide airdrome by the acquisition of a definite name, its personnel can feel that they are standing on their own. With the enthusiasm and cooperation already shown by them, Gunter Field bids fair to become a monument perpetuating the name of a beloved Mayor to which Montgomery citizens may point with pride.

Work is progressing rapidly on the third auxiliary field, known as Mt. Meigs Field, which is located about 10 miles from Gunter Field. Grading and leveling is practically completed and one section was seeded. The field is expected to be available for use by student pilots within the next few weeks.

Among other developments at Gunter Field which are beginning to take shape is the new hangar which is being constructed on the west side of the field. It is expected that the ramp and other buildings will soon be completed, at which time operations will begin on that end of the field.

The Training Department reports gratifying results in student night flying with the use of portable floodlights issued by the Materiel Division.

Col. Aubrey Hornsby, Commanding Officer of Gunter Field, departed for the West Coast early in February to ferry the last BT-13 airplane to be delivered by the Vultee Aircraft plant on their first contract with the War Dept. On this contract 178 BT-13 planes were received at this station.

V-8802, A. C.

GRADUATES FROM AIR CORPS ADVANCED FLYING SCHOOLS
March 15, 1941

Maxwell Field, Ala.

| | |
|---|---|
| Gay, Alex Henry | Scottsboro, Ala. |
| Daniel, Joe Rowan | Tuscaloosa, Ala. |
| Burris, Ottis Jay | Conway, Ark. |
| Harper, Thayer Curly | Eudora, Ark. |
| Clinton, Carl Costello, Jr. | Fayetteville, Ark. |
| Sisler, Orland Odell | Jonesboro, Ark. |
| Cook, Charles Edward | Magnolia, Ark. |
| Jarnagan, Lawrence Edward | Magnolia, Ark. |
| Williamson, Charles Fred | Magnolia, Ark. |
| Celotto, Robert O. | Ansonia, Conn. |
| Seeberg, Gordon Allen | Ansonia, Conn. |
| Klemovich, Joseph Thomas | Blantsville, Conn. |
| Daly, Edward John | Norwalk, Conn. |
| Lynch, James Gerald | New Haven, Conn. |
| Ross, Frank Moore | Smyrna, Del. |
| Hurley, John James, Jr. | Washington, D.C. |
| Goheen, Robert Marsh | St. Petersburg, Fla. |
| Guerriere, Cilio Spoto | Tampa, Fla. |
| Teasley, Frank Shortley | Alpharetta, Ga. |
| Boyd, William Greer | Americus, Ga. |
| Lasseter, Wilbur Hugh | Fitzgerald, Ga. |
| Bethune, Manning Kirk | Macon, Ga. |
| Groover, Marshall Emory | Shannon, Ga. |
| Renz, L. Jay | Auburn, Ind. |
| Till, Arthur Leo | Fort Wayne, Ind. |
| Teeter, L. V. | Fulton, Ind. |
| Gardner, Joe Douglas | Indianapolis, Ind. |
| Boyd, Robert Lowell | Kokomo, Ind. |
| Adair, John William | Terre Haute, Ind. |
| Harlan, Dane Winton | West Lafayette, Ind. |
| Smith, Tracy Wheeling | Fort Thomas, Ky. |
| Steeves, Jerome Irving | Lincoln, Me. |
| Humphries, Benjamin Shattuck | Perry, Me. |
| Burch, Colin Foote, Jr. | Baltimore, Md. |
| Cartwright, Luther W., Jr. | Baltimore, Md. |
| Maguire, James Albert | Baltimore, Md. |
| Seguine, Randolph Hopping | Baltimore, Md. |
| Betzold, Paul Frederick | Catonsville, Md. |
| O'Donnell, John Curran | Mt. Lake Park, Md. |
| Grier, Jack Gordon | Towson, Md. |
| Crockett, David T., Jr. | University Park, Md. |
| Kable, Max Sanford | Westminster, Md. |
| Rafferty, Patrick Hugh | Brookline, Mass. |
| Andrews, John | E. Boston, Mass. |
| Budzianowski, Antonia Stanley | Ipswich, Mass. |
| Wojcik, Kazimierz | Lowell, Mass. |
| Lancaster, Carl Richard | Newton Center, Mass. |
| Rowe, William Matthew | Swampscott, Mass. |
| McCarthy, Eugene John | Dearborn, Mich. |
| Bush, Richard James | Detroit, Mich. |
| Crane, Jack Joseph | Detroit, Mich. |
| Sprehe, Arthur A.W. | East Lansing, Mich. |
| Ginther, Richard Francis | Traverse City, Mich. |
| Clark, Thomas Walter | Wetmore, Mich. |
| Cermak, George Frank | St. Paul, Minn. |
| Downing, Harry Lee | Chilhowee, Mo. |
| Waterer, John Bunch, Jr. | Gulfport, Miss. |
| Hawkins, Gabe Coke | Hattiesburg, Miss. |
| Nagle, William Emmett | Tishomango, Miss. |
| Bean, Arthur Edward, Jr. | Concord, N.H. |
| Posten, John H. | Atlantic Highlands, N.J. |
| Clark, William A. | Bayhead, N.J. |
| Kelly, Richard Paul | Boonton, N.J. |
| Blair, Alan Howard | Deal, N.J. |
| Zeamer, Jay, Jr. | Orange, N. J. |
| Hale, Boyden Harlin | Rockaway, N.J. |
| Orr, Richard L. | Somerville, N.J. |
| Mayer, William H. | Trenton, N.J. |
| Dunham, John Robinson | Albany, N.Y. |
| Hamann, Richard Houst | Flushing, N.Y. |
| Mercer, Cassa Jay, Jr. | Baldwinsville, N.Y. |
| Hall, Ronald Fling | Oneonta, N.Y. |
| Gurnow, Joseph Wilfred | Rochester, N.Y. |
| LaVier, Eugene Clark | Rochester, N.Y. |
| Fletcher, Albert William | Scarsdale, N.Y. |
| Walker, Peter Saville | Schenectady, N.Y. |
| Gallagan, Clarence J. | Staten Island, N.Y. |
| Gorham, John Durham, Jr. | Washington, N.C. |
| Johnson, Donald William | Akron, Ohio |
| Noel, Dana Ellsworth | Akron, Ohio |
| Lewis, Robert Clayton | Alliance, Ohio |
| Beam, James Carroll | Cincinnati, Ohio |
| Bernens, Leonard A. | Cincinnati, Ohio |
| Ernst, Otto Charles, Jr. | Cincinnati, Ohio |
| Gebhart, Edward Carl | Cincinnati, Ohio |
| Marshall, George Bullen | Cleveland, Ohio |
| Bird, Charles David | Columbus, Ohio |
| Fellows, Walter Scott, Jr. | Columbus, Ohio |
| Shifflet, Fred Burnam, Jr. | Cuyahoga Falls, Ohio |
| Heinlen, Clayton Howard | East Cleveland, Ohio |
| Post, Robert Frederick | Lancaster, Pa. |
| Graff, Hugh Reddington, | Toledo, Ohio |
| Edminster, James Lowell | Allentown, Pa. |
| Black, Vincent Arthur | Altoona, Pa. |
| Egbert, Walter McFarlan | Chester, Pa. |
| Brown, Norwood Joseph | State College, Pa. |
| Bilger, Donald Earle | Lewisburg, Pa. |
| Boden, Robert Clifton | Mechanicsburgh, Pa. |
| Gabreski, Francis Stanley | Oil City, Pa. |
| Warner, Philip Goodall | Philadelphia, Pa. |
| Herron, Christian Ihmsen | Pittsburgh, Pa. |
| Collier, Harris Fields | Nashville, Tenn. |
| Whitlow, Floyd Bruner, Jr. | Nashville, Tenn. |
| Foley, Thomas Francis | Oakville, Tenn. |
| Robinson, Richard Walker | Burlington, Vt. |
| Hearn, Maxwell | Norfolk, Va. |
| Darden, Wm. Howard Union | Portsmouth, Va. |
| Augustine, John A. III | Richmond, Va. |
| Gillespie, Clyde Garland | Richlands, Va. |
| Lambert, Alfred Garey, Jr. | Richmond, Va. |
| Anderson, Joseph Lee | Barboursville, W.Va. |
| Lingamfelter, Charles Brown, Jr. | Berkeley Co., W.Va. |
| Hall, William Franklin | Charleston, W.Va. |
| Hutchinson, Robert Beverly | Fairmont, W.Va. |
| Teague, Howard Keyes | Beloit, Wisc. |

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Stockton, Calif.

| | |
|---|---|
| Turner, Fred, Jr. | Flagstaff, Ariz. |
| Sneddon, Murray McIvor | Glendale, Calif. |
| Allen, Dana Henry, Jr. | Hamilton Field, Calif. |
| Duncan, Roy Roscoe | Lodi, Calif. |
| LeBarts, Kenneth Alfonse | Los Angeles, Calif. |
| McCoy, Paul Leslie | Los Angeles, Calif. |
| Weigold, Lewis Barton | Los Angeles, Calif. |
| Wernick, Lucian Karl | Los Angeles, Calif. |
| Williams, Stanley Boyd | Los Angeles, Calif. |
| Shade, Meredith | W. Los Angeles, Calif. |
| Keys, Bernard Emerson | March Field, Calif. |
| Shevlin, Eugene Buckley | March Field, Calif. |

## Stockton, Calif.

California
Smith, Wm. Andrew — March Field
Kaufman, Arthur,Jr. — San Francisco
Dean, Charles E. — Santa Maria
Colorado
Root, Richard L. — Buena Vista
Best, Elmer Clyde — Denver
Brandon, Hubert A. — Eckley
Price, Jerald C. — Ft. Collins
Martin, Wilfred M. — Fort Logan
Little, John E. — Golden
Davitt, Wm. John — Louisville
Wilson, Carroll J. — Rocky Ford
Idaho
White, Varian K. — Boise
Geer, John Henry — Buhl
Iowa
Hillyer, Roy N.,Jr. — Jefferson
Kansas
Crellin, Erwin B. — Anthony
Nelson, Arthur L. — Coffeyville
Conard, Dean D. — Coolidge
Louk, Max — Lawrence
Johnson, Earl H. — Sublette
Barrett, Theodore C. — Wichita
Conley, David Morrow — Wichita
Kelley, Donald Dudley — Wichita
Long, Wm. Maurice — Wichita
Riley, Lewis Robert — Wichita
Sellers, Wm. Bain — Winfield
Missouri
Kilts, Ralph Lee — Braymer
Kaempfer, Robert E. — Cape Girardeau
Straw, Eugene Wm. — Independence
Sullens, James A. — Marionville
Danaher, Leo Joseph — St. Joseph
Hayes, Frank — St. Joseph
Cox, Eugene Wesley — St. Louis
Giese, Thomas D. — St. Louis
O'Neil, John Francis — St. Louis
Owens, John James — St. Louis
Powell, E. B.,Jr. — University City
Montana
Crecelius, Horace N. — Plains
Frederick, Samuel M. — Whitefish
New Mexico
Valkenaar, John J. — Messilla Park
Oklahoma
Claybaker, Dale Wm. — Blackwell
Griffin, Lloyd Dean — Cyril
Oregon
Nysteen, Norman A. — Bend
Patch, Horace Wendell — Canby
Blacker, Blair K. — Corvallis
Schoenfeld, Benj. F. — Corvallis
Woodcock, Milton E.,Jr. — Corvallis
Cadle, Dean Albert — Dallas
Wiper, Thomas Luther — Eugene
Nance, Donald W. — Hood River
Howe, George Chas. — Portland
McManus, Leonard M. — Portland
Sargent, Merrill F. — Portland
Gies, Carl Parker — Salem
Powell, Wm. Henry — Weston
South Dakota
Hilton, James Alfred — Brookings
Texas
Reed, Talmadge DeW. — Corpus Christi
Ford, John Taylor — Crockett
Salter, R.D., Jr. — Emhouse
Stockton, Wm. George — Fort Worth
Laird,Ollie — Galveston
McDougall, Charles S. — Goliad
Denton, Ashley N. — Houston
Moore,Wm. Harold — Kingsville
Keller, Stevens — San Antonio
Newman, Robert C. — San Antonio
Paschal, Wm. Henry — San Antonio
Sherrod, Jesse R. — Stephensville
Meeks, Poland C. — Texarkana
Reeder, Clifford D. — Weatherford
Utah
Wacker, Wm. Wallace — Ogden
Butts, Clyde . — Salt Lake City
Washington
Shafer, Robert Earl — Camas
Larson, Lloyd Robert — Carnation
Hughes, Harrison S. — Hoover
Gary, Willis Jewett — Seattle
Huey, Stanley G. — Seattle
Murray, Robert Hugh — Seattle
Swan, Glen Gillilland — Seattle

## Brooks Field, Texas

Alabama
Puckett, Robert S. — Birmingham
Wall, Wallace, Jr. — Guin
Arizona
Smith, Woodrow Wilson — Phoenix
Arkansas
Routzong, Hubert J. — Cotter
Slade, Jack Stuart — El Dorado
Sussky, Ira Mauzey — Little Rock
Reese, Charles W. — Monticello
California
Spear, Robert Langdon — Alhambra
Stirwalt, Harry Allan — Glendale
Willard, Harlow E. — Huntington Park
Rencher, Ray R. — Los Angeles
Ruettgers, John J. — Los Angeles
Thrift, John Childs — Los Angeles
Uglow, Ray D., Jr. — Los Angeles
Willhite, Theodore E. — Los Angeles
Winship,John Wm. — Los Angeles
Willard, Harry E. — March Field
Phinizy, Wm. Harrison — N.Hollywood
Putnam, Guy L.,Jr. — Oakland
Reading, John Harden — Oakland
Tope, Wm. Arthur — Oakland
Wight, Carroll H. — Ocean Beach
Smith, Wm. Arthur — Salinas
Palmer, Stanley Alden — San Diego
Vick, John Oliver — Santa Monica
Willson, Martin E. — Victorville
Florida
Wiley, James Reed — Ocala
Georgia
Wyatt, Wm. Warfield — Rome
Illinois
Vickery, Bennie P. — Bradley
Parsons, Wyly II — Chicago
Shulmmistras, Joseph A. — Chicago
Tucker, Peter H., Jr. — Chicago
Payne, James Herschel — E. St.Louis
Illinois
Schaubert, Byrl F. — Shattuc
Idaho
Pease, John Harold — Boise
Trail, James M. — Caldwell
Snell, Earl E., Jr. — Sioux City
Kansas
Simpson, Howard B. — Medicine Lodge
Kentucky
Sullivan, Chas. E.,Jr. — Lexington
Louisiana
Wellborn, Jeffery O. — Barksdale Fld
Walker, Joe — Dayline
Squyres, Kenneth Dalton — Lisbon
Rose, Charles H., Jr. — Shreveport
Slack, John S., Jr. — Shreveport
Maryland
Smith, Francis Amos — North East
Michigan
Rupp, Paul Voorhees — Detroit
Missouri
Schramm, Harold F. — St. Louis
Nebraska
Rubino, Frank James — Lincoln
Sorrell, LaRue Scott — Syracuse
New Mexico
Wicks, Clark Johnson — Clovis
New York
Sorrels, Lawrence F. — Utica
Trabucco, Thomas F. — Wappingers Falls
Thomas, Earle Roger — Westport
North Carolina
Walters, Rudolph B. — Bladenboro
North Dakota
Shrawder, Gerald R. — Fargo
Ohio
Vogel, John Edward — Columbus
Skeldon, Joseph Leonard — Toledo
Oklahoma
Warren, Johnson Ray — Brinkman
Snyder, John Thorpe — Enid
Pulley, Frank Haskell — Red Oak
Vaughn, Harley Camden — Sapulpa
Oregon
Reynolds, Wm. Lafayette — Eugene
Pennsylvania
Smith, Alan B., Jr. — Pittsburgh
South Carolina
Pursley, Walter L. — Columbia
Payne, Joseph Ernest — Piedmont
South Dakota
Smith, Donald G. — Belle Fourche
Texas
Proctor, James D., Jr. — Beaumont
Snider,Robert Nathan — El Paso
Smiley, Bert Nelson — Houston
Watts, Escar, Jr. — Panhandle
Porter, James Louis — Paris
Utah
Wursten, Ervin — North Logan
Wisconsin
Trickey, Fred Logan, — Madison
Taylor, Richard — Milwaukee
Zartner, Herbert A. — Milwaukee

## Kelly Field, Texas

Alabama
Hamel, Roger C.,Jr. — Woodward

## Kelly Field, Texas

Alabama
Hughes, Arthur M. University
Arizona
Carlisle, Richard Wm. Tucson
Arkansas
Hunt, Willis Bennett Blytheville
Doyle, Garth Ellis Brinkley
Blount, James Earl Little Rock
Grant, James Earl Russellville
California
Dempsey, Wm. Jack Bellflower
Hamilton, Frank C. Beverly Hills
Hoerner, LeRoy Day Beverly Hills
Larkey, Isaac Farrand Bieber
Hughmanick, Douglas B. Burlingame
Hoffman, Theodore C. Davis
Karle, Alexander Delano
Brett, Raymond E. Fontana
Homan, Frederic T. Fresno
Anderson, Colin Edward Glendale
Halley, Oscar T., Jr. Glendale
Hayes, Wm. Donn, Jr. Glendale
LaClare, Edward F. Glendale
Jones, David James Goleta
Bilderback, Gene W. Inglewood
Draper, Foy Inglewood
Brashear, Arthur R. Long Beach
Ireland, Vernon Robert Long Beach
Johnston, Clifford A. Long Beach
Davis, David Samuel Los Altos
Baccus, Donald A. Los Angeles
Barger, Thomas J. Los Angeles
Cady, Wm. Francis Los Angeles
Chapin, Charles H., Jr. Los Angeles
Costello, Robert Los Angeles
Covert, Charles Betts Los Angeles
DuVal, Robert James Los Angeles
Lind, Allan Roy Los Angeles
Lindsey, Paul Marion Los Angeles
Lueke, Kenneth L. Los Angeles
Hughett, Maurice G. March Field
Doyle, Bernard P. Menlo Park
Emberson, Channing B. Oakland
Field, James Robert Palo Alto
Miller, James Henry Palo Alto
Davis, Max Edward Pasadena
Campbell, Wm. Pink Petaluma
Elliott, Robert F. Richmond
Birlem, Keith G. San Anselmo
Hardegree, Howard P. San Diego
Joy, Carroll H. San Diego
Mayes, Herbert C. San Francisco
O'Brien, Forrest S. San Jose
Dickey, Allan Loomis San Marino
Newman, Robert Wm. Santa Barbara
Grimes, Myron J. Santa Monica
Hall, Wm. Alvin Van Nuys
Christiansen, H.C. Woodland
Colorado
Gill, Paul Richard Denver
Hall, John Kimbrough Denver
District of Columbia
Blood, Gordon Fisk Washington
Carnahan, Robert G. Washington
Florida
Chenoweth, Wm. A. Jr. Daytona Beach
Kee, James J. Daytona Beach
Florida
Hagan, Crandall H. Jacksonville
Davis, Hal Gibson Miami
Mills, Robert E. St. Petersburg
Howe, Everitt Weir Williston
Georgia
Gilmore, Wm. F. Atlanta
Idaho
Gagon, Stanley E. Idaho Falls
Moon, Leo C. Kamiah
Fisher, Russell F. Oxford
Crowley, Jerry N. Twin Falls
Illinois
Gallup, Charles S. Chicago
Jarman, James Theodore Chicago
Klein, Harry Anton Chicago
Levinson, Harold R. Chicago
O'Connell, Philip B. Chicago
Gross, Wm. Theodore, Congress Park
Ercanbrack, Hal E., Jr. Danville
Miller, David Vern Evanston
Kobal, Frank A. Hinsdale
Gordon, Donald M. Odell
Carlson, Donald R. Rockford
Eckhart, Robert S. Rock Island
Davidson, Collier H. Scott Field
O'Neill, Robert Allen Scott Field
Keller, John Bernard Sherrard
Hilpert, Arvis L. Stanford
Jurkens, Edward A. Sterling
Holdsworth, Virgil D. Viola
Fling, Dear Arthur Windsor
Henebry, John Philip Plainfield
Indiana
Jenks, Frederick P. South Bend
Brinkman, Frank P. Jr. Terre Haute
Iowa
Eckberg, Philip Mercer Boone
Carroll, Edward A. Davenport
Burnstedt, Lloyd E. Des Moines
Gould, David Des Moines
Akers, Marion Jesse Dows
Calhan, Robert J. Estherville
Beresford, Frank L., Jr. Vinton
Eberhart, Francis C. Manchester
Bauer, Maurice H. Millersburg
Corcoran, John J. Sioux City
Louisiana
Bates, James Paul Jonesville
Lolley, Lawrence W. Monroe
Buhler, Wm. Schriever New Orleans
Coco, Carl Louis Olla
Daniel, Heston C. Pineville
Maryland
Lambert, John L. Baltimore
Aiken, Albert S. Cheverly
Michigan
Manning, George Max Muskegon
Minnesota
Moen, Norton Orlander Mahnomen
Loden, Lawrence K. Minneapolis
Hennon, Wm. Joseph Mound
Hansen, Robert M. St. Paul
Mississippi
Beacham, Loyd L., Jr. Canton
Hathorn, Vernon B., Jr. Jackson
Nebraska
Caruthers, Marion F. Beatrice
Nebraska
Glover, Herbert F. Grande Island
Jones, Gilbert Walker Hastings
Joyce, Richard O. Lincoln
McLeod, Robert Wm. Lincoln
Messmore, Hiram A. Lincoln
Ousley, Carl Andrews Omaha
New Jersey
Chaimovich, David Newark
New Mexico
Johnson, Warren L. Albuquerque
Martz, Donald B. Albuquerque
Ludwig, Wm. Robert Lamy
Highley, Fred A., Jr. Melrose
New York
Crast, Glenn Harwood Lacona
Kramp, Joseph John Little Britain
North Carolina
Kendrick, James Bain Albermarle
Ferguson, Harvey Eugene Charlotte
Hatch, Robert Rhodes Goldsboro
Bowman, Charles Lee Hickory
Palmer, Horace Littleton
Couch, Llewellyn H., Jr. Monroe
Elliott, Robert F. Rich Square
Cox, Frank Calvin Staley
Beatty, Griffin Rhyne Stanley
Gribble, James T., Jr. Sylva
North Dakota
Hocking, Ronald C. Absaraka
Loverud, Carlyle O. Grand Forks
Matthews, Ralph Donald Maza
Ohio
Below, Richard C. Lakewood
Oklahoma
Freeland, Jerry G. Bristow
Johnston, James Amasa Chickasha
Dick, Wm. Houston Claremore
Murphy, Kimmel P. Drumright
Jacobi, Julian Marietta
Miser, Vernon C. Stillwater
Judy, Hubert S. Woodward
Oregon
Curtis, Robert David Eugene
Benson, Gordon S. Klamath Falls
Larson, Harold V. Portland
South Carolina
Carter, Joseph H. Anderson
Furman, Wm. B., Jr. Easley
Bagby, John Stone Chester
Oliphant, Rufus A., Jr. Chester
Adair, Archie Sam Clinton
Brown, Jack Orris Columbia
Dixon, Wm. Gordon Columbia
Agnew, Robert Earle Greenville
Able, Howard P. Leesville
McMillan, Edward Tate Mullins
Duncan, Oliver L. Rock Hill
Elias, Henry Paul Spartanburg
Hackett, Chester B. Spartanburg
Martin, John L., Jr. Spartanburg
South Dakota
Beckel, Ronald Wm. Aberdeen
Tennessee
Hodges, Fred S. Memphis
Texas
Glenn, Royce Burton Abilene
Jeffords, Clifford C. Arlington

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| **Texas** | |
| Haney, Richard Paul | Austin |
| Adams, George Scott | Beaumont |
| McChristy, Albert J.,Jr. | Brownwood |
| Delahay, Wm. Arnold | Corsicana |
| Griffin, Columbus E.,Jr. | Dallas |
| Henry, Stephen W. | Dallas |
| Grass, Wm. Ellis | Edcouch |
| Diltz, Theo Roy | Floresville |
| Hendrick, Wm. Bain | Fort Worth |
| Johnson, Charles C.III | Fort Worth |
| Newman, Frank Moulton | Fort Worth |
| Fielder, Leo Edwin | Fort Worth |
| Fouts, John E., Jr. | Haskell |
| Harshey, John Robert | Houston |
| Korges, Mortimer L. | Kingsville |
| McClaran, Clarence E. | Marshall |
| Henderson, Harvey E. | McAllen |
| Chapman, Wilson A. | Quitaque |
| Evans, Walter L. | San Antonio |
| Franks, Clarence E. | San Antonio |
| Boren, Wm. Thomas | Snyder |
| Campbell, Robert Lee | Stanton |
| Berry, Erskine G. | Austin |
| Matthews, Jewell, Jr. | Temple |
| Harris, Bentley H., Jr. | Waco |
| **Utah** | |
| Gibson, Wm. Junior | Ogden |
| Johnson, Don H.,Jr. | Salt LakeCity |
| **Virginia** | |
| Andrews, Ralph F. | Norfolk |
| **Wisconsin** | |
| Klemann, Robert B. | Antigo |
| Jones, Robert John | Ashland |
| Guell, Carl Erhardt | Fond dulac |
| Foster, Earl Chester | Racine |
| Billings, Dana Baird | Ripon |
| Mayer, Robert F. | Wauwatosa |
| **Wyoming** | |
| Beach, Rex Ward | Lusk |

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Above are listed the names of 487 Flying Cadets who graduated on March 15, 1941, from Air Corps Advanced Flying Schools, as follows: Kelly Field, Texas, 207; Maxwell Field, Ala., 115; Stockton, Calif., 90, and Brooks Field, Texas, 75.

California, as usual, leads in the matter of representation of students in the graduating class with the unprecedented total of 81, followed by Texas with 56. The total representation from these two states - 137 - constitutes 28% of the entire graduating class.

Other States represented by five or more students are Illinois with 26; Ohio and South Carolina, 16; Arkansas, 15; Oregon, 17; New York, 14; Missouri and Oklahoma, 13 each; Kansas and North Carolina, and Maryland, 12 each; Iowa and Pennsylvania, 11 each; Louisiana and Wisconsin, 10 each; Florida, Idaho, Indiana, Nebraska and New Jersey, 9 each; Colorado and Michigan, 8 each; Georgia and Washington, 7 each; Alabama, Massachusets, New Mexico and Virginia, 6 each; Connecticut, Minnesota, Mississippi and Utah, 5 each.

Los Angeles, Calif., leads the cities represented in the graduating class with a total of 22 students, followed by Chicago, Ill., with 8; Baltimore, Md., Fort Worth and San Antonio, Texas, Wichita, Kansas, and St. Louis, Mo., 5 each; Magnolia, Ark.; Cincinnati, Ohio; Seattle, Wash., and Glendale, Calif., 4 each; Washington, D.C., San Diego, Long Beach and Oakland, Calif.; Corvallis, Oregon; Detroit, Mich.; ~~Corvallis~~, ~~Oregon~~; Lincoln, Nebr., and Spartanburg, S.C., 3 each. No other city is represented by more than two students.

The above listed graduates were commissioned second lieutenants in the Air Corps Reserve and assigned to extended active duty.

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To the total of 487 graduates of the Air Corps Advanced Flying Schools, who had undergone training under the status of Flying Cadets, there should be added 90 officers who were also members of Class 41-B, making the grand total number of graduates of this class 577. The number of officers originally entering this class was 144 and the number of Flying Cadets, 755. It will thus be seen that 62.5% of the officers and 64.5% of the Flying Cadets successfully completed the flying course. With one exception (1st Lieut. Robert R. Gideon, Jr., Cavalry) these officers are members of the June 11, 1940, graduating class of the U.S. Military Academy, West Point, N.Y. Lieut. Gideon graduated from the Military Academy in the previous year.

Of these 90 officers, 40 graduated from the Advanced Flying School at Maxwell Field, Ala., and 25 each from the Advanced Flying Schools at Kelly Field, Texas, and Stockton, Calif.

The names of these officers are listed below, as follows:

**Maxwell Field, Alabama**

Corps of Engineers
- Harry Albright French

Signal Corps
- Jack Stewart DeWitt
- Charles R. Fairlamb

Cavalry
- Edward Joseph Walker
- John Ross East, Jr.
- Milton C. Barnard, 2d
- Allan Ashley Crockett

Field Artillery
- Elbert Dotterer Hoffman
- Bradley Foote Prann
- Robert Lamar William
- James Lawson Orr
- Ralph A. Osborn, Jr.

Coast Artillery Corps
- Anthony Benvenuto
- Charles Webster Bagstad
- William Francis Coleman
- Joseph Jackson Eaton, Jr.
- William Parham Kevan
- Philip Courtney Loofbourrow
- James Byington McAfee
- Burton Elmo McKenzie
- James McLaurin Ridgell, Jr.
- Irvine Harrison Shearer
- Julius Boswell Summers, Jr.
- Frank Benjamin Wagner
- Robert Hamilton Warren
- Warren Curtis Stirling

Infantry
- James Fant Berry
- Raymond John Downey
- James Francis Downing
- Edward Franklin Hoover, Jr.
- Franklin Wolfram Horton
- John Richard Knight
- Willis Franklin Lewis
- Henry Hudson Norman, Jr.
- Virgil Alvin Schwab
- John Joseph Smith, Jr.
- Glenwood Gordon Stephenson
- Victor Stanislaw Zienowicz

Quartermaster Corps
- Charles Gillies Esau

Field Artillery
- Dill Baynard Ellis

**Kelly Field, Texas**

Corps of Engineers
- Robert E. Applegate

Cavalry
- George Joseph LaBreche
- John William Norvell
- James Ralph Taylor

Field Artillery
- Richard Sargent Abbey
- Davison Dalziel, Jr.
- Richard Josiah Kent
- Jack Pershing Thompson

Coast Artillery Corps
- Andre Ringgold Brousseau
- William Edward Buck, Jr.
- Aquilla B. Hughes, Jr.
- James H.S. Rasmussen
- Percy C. Stoddart, Jr.
- Solomon T. Willis, Jr.

Infantry
- Fred H. Coleman, Jr.
- Mercer Patton Davis
- Francis Clare Gideon
- Alvan C. Gillem, 2d
- William Powell Litton
- Theodore Ross Milton
- Stanton T. Smith, Jr.

Kelly Field, Texas (Continued)

Quartermaster Corps
Walter Wellman Lavell
Raymond S. Sleeper

Addenda

Cavalry
Robert R. Gideon, Jr. (1st Lt.)
Field Artillery
Carey L. O'Bryan

Stockton, Calif.

Cavalry
John Z. Endress
Field Artillery
William Henry Birrell
Field Artillery
Reginald James Clizbe
Paul Schroeder Deems
Coast Artillery Corps
Harry Frank Bunze
Marshall Cloke
Arthur T. Frontezak
Archie Joyce Knight
Thomas F. Mansfield
Roy Willard Nelson
Maurice Earle Parker
Joseph William Ruebel
Franklin Stapf Shawn
Arthur Austin McCartan
Howard Thomas Wright
Infantry

Frederick Leif Andrews
Charles Henry Colwell
Kermit Robert Dyke
Lester Cicil Hess
Morrill E. Marston
Manford Jay Wetzel
William Wilbur Wilcox

Quartermaster Corps

William Everett Marling

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## GULF COAST AIR CORPS TRAINING CENTER

March 14th was designated as the date of enrollment for the new class of Flying Cadets, to be known as Class 41-F.

Class 41-D members, on the verge of graduating to Advanced Flying Schools, were scheduled to be honored with a dinner dance at the Gunter Hotel on March 8th. The lower classmen, 41-E, were welcomed with a tea dance on Saturday, February 22nd, which, incidentally, was a holiday for the entire Cadet Battalion.

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A queen preparing for a beauty pageant receives no more attention than the Army Air Corps' low-winged monoplanes used for basic flight training at Randolph Field, Texas, the "West Point of the Air."

Safety is stressed always, so that when one of the 900 Flying Cadets goes aloft he knows the plane has been checked and double-checked.

Inspections are numerous. Before each flight, a check is made by skilled mechanics. During the day - and every day - a more thorough inspection takes place. All parts are oiled and greased and undergo a rigid examination after each 25 hours aloft.

Time comes for the 50-hour inspection. Every piece of the craft is taken apart as the search goes on for microscopic flaws.

Safety measures do not stop there. Every 450 hours, even though there has been no sign of faults, motors are sent to the San Antonio Air Depot for complete overhaul, a new motor meanwhile swinging into place.

That efforts used for the many inspections are not being wasted is indicated by absence of forced landings, even though training planes spent 28,000 hours aloft monthly.

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The enlarged classes of Flying Cadets at the Basic Flying School at Randolph Field, Texas, necessitated the establishment of a second weather station thereat. This station is small but complete and operates 12 hours daily. Morning and afternoon forecasts are made by instructors in the meteorological course for Flying Cadets. The accessibility of this station, located in the academic building, has created a greater interest in meteorology among the students. Its official call letters are "RQ."

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## ADVERTISING BRINGS RESULTS

A whirlwind campaign in behalf of the 9th Corps Area Southern Traveling Flying Cadet Examining Board so swamped that Board in the Los Angeles area that several days' extra sessions were necessary to accommodate men interested in becoming Flying Cadets.

During the campaign, waged jointly by Major Malcolm J. Buchanan, President of the board, and the public relations department of Cal-Aero Academy, contractors for primary and basic training, 38 newspaper articles and continual announcements over eight radio stations brought a flood of applicants to sessions in Los Angeles, Santa Ana, Long Beach, Santa Monica and Pasadena.

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## SCHOOLS FOR ENLISTED MEN

Approximately 142 enlisted men from organizations stationed at Moffett Field, Calif., namely, the 9th Air Base Group; 78th and 79th School Squadrons; Headquarters Squadron, West Coast Air Corps Training Center; Quartermaster Corps units, and the Mather Field recruit detachment now being organized, were sent to technical schools recently for various courses of instruction. Of the 101 men detailed to take the Airplane Mechanics' course, 50 were sent to the Spartan School of Aeronautics, Tulsa, Okla.; 26 to the Boeing School of Aeronautics, Oakland, Calif., and 25 to the Dallas Aviation School, Dallas, Texas. Ten men were sent to the Curtiss-Wright School at Glendale, Calif., to pursue the sheet metal course.

Of the group of 22 men sent to the Air Corps Technical School at Lowry Field, Calif., 14 are taking the aircraft armorers' course, six the photographic course and two the bombsight maintenance course. Five men were sent to Baltimore, Md., to attend the Motor Transport School at the Quartermaster Depot at Holabird, Md.

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A favorite practical joke of old-line men is to send several newly detailed hangar fatigue men on a wild goose chase after a bucket of "prop wash"- this being the air fanned to the rear of a plane by the revolving propeller. Recruits, of course, are supposed to believe that it is some kind of a cleaning solution for washing the propellers. Two other favorites are "a key to the parade grounds" and a "Pipe stretcher."

## INSURANCE AND ESTATES

By Maj. Waddell F. Smith, Air Corps.
Military Personnel Division, O.C.A.C.

The most frequent question asked by military personnel about life insurance is this: Is the life insurance policy I bought from the John Doe Life Insurance Company still good since I am now in the service? In ninety per cent of the cases it is. However, one should not believe blindly that his policy is good. Neither should he believe to the contrary without fact. Many cases have been known where individuals mistakenly believed their policies did not cover military service or aviation and allowed their policies to lapse.

This article is intended to aid those individuals who are in the service, or who may be called into service, to determine the coverage in their policies. Every word will be important and the article should be studied carefully by the individual who is concerned about a policy. However, it is impossible so completely to cover the subject that all questions may authoritatively be answered. Anyone in doubt about the coverage of his policy should write the home office, furnish the policy number and ask the question. An officer once said: "I am afraid to write the home office and tell them I am flying for fear they will arbitrarily cancel the policy." That feeling is wrong and should be dismissed. A company might be glad to have an aviator drop a policy which he obtained before he commenced flying. However, it is certain that no company would go on record in correspondence, stating that a policy was not good, unless it actually did not cover aviation.

Life insurance policies are presumed to cover death from any cause, and if liability for any specific hazard is waived then it must be specifically waived by rider in the policy at time of issue. If any waiver of liability is put in a policy after it has been issued and accepted by the insured, it may only be done at the request of or with the permission of the insured. An example of this is a life insurance policy on the life of an aviator and on which he pays an extra premium to cover his occupational hazard. He quits flying and asks for removal of the aviation extra rate. The company does so at his request and then includes a rider providing that the policy no longer covers the insured for aviation except while riding as a fare-paying passenger on the air lines.

In addition to aviation coverage, policy holders often are concerned about two other occupational factors, namely, military service in time of peace and military service in time of war. All three of these occupational phases will be dealt with in subsequent paragraphs.

Life insurance companies are empowered to issue contracts of insurance, when such contracts involve the use of the mortality table or, in other words, when such contracts are based on the expectation of life of the one contracted with. Inasmuch as policies are life-time contracts, the issuing company is charged with responsibility for investigating and determining all requisite facts before entering into the contract. Then when a company once approves an application and the contract issued, the insured is considered to be insured for life, the insurance to be payable in event of death from any cause, no matter how, when or where it may happen, so long as he pays the premiums. It is not the province of a life insurance company to be able to change or readjust the terms of a policy just because an insured chooses to alter his mode of living, develops heart trouble, or changes his residence to a feverish tropical country or learns to fly, or goes to war, etc. As mentioned, the burden of determining the expected physical and occupational risk is upon the company, based on their own informational sources and the statements made by the applicant in the physical examination and application. State insurance commissions are loath to permit the companies to put riders in policies eliminating liability in event of death from certain specific causes, as the mortality tables, when developed, included deaths from all causes. Life insurance policies, therefore, are presumed to cover death from any cause and can never be cancelled or raised in rate by the companies, though some exceptions will be noted later.

Until war was declared in Europe, the commercial insurance companies were not apprehensive about war hazard. Consequently in the regular routine of issuing policies they felt no necessity to use aviation, war or military service exclusion riders, and it is pretty certain that policies issued before that time on applicants in civil life contained no such restrictions. Many aviation cadets and Air Corps Reserve officers bought insurance policies at

Standard rates and with no exclusion riders before they entered or applied for admission to the service. Such policies are perfectly valid even before expiration of the contestability period in the policy. However, if application had already been made for aviation training, and the answer "No" was given to a question in an insurance application "Are you now or do you have any intention of becoming connected with the military or naval service, either regular or reserve?", then that is a misrepresentation and, if the company learns about it, they can cancel the policy or, if death occurs from an aircraft accident, they can contest payment of the claim, but cancellation or contest must begin within the contestability period in the policy, usually two years.

The point of expression intended in the preceding paragraph is that if at the time of application the individual is not already in military or naval service and is not then flying or has not in writing expressed a request for such service, a policy issued on such application is good from date of issue in event of death from any cause. That is true even if the insured subsequently enters the service, aviation or ground service. If death occurs, even in time of war, the face amount of the policy is payable.

Since war was declared in Europe, all the companies have considered use of military service, war service and aviation service exclusion riders and have used them in individual cases or on certain age and sex classes where it was felt the possible risk was too great to assume. The insurance companies are justified in this, for their first duty is to protect the interests and invested assets of the policy holders who already are in the company.

This article relates only to policies already owned and in force in commercial insurance companies; therefore, no mention is made of what, if any, restrictions might be found imposed in policies that may in future be applied for by those who are now in the military service.

The "Contestibility Clause" in every life insurance policy is universally misunderstood by policy holders and usually adversely understood. An explanation of this clause, therefore, is necessary. Every company uses its own phraseology, but the general import is the same in all, so that an interpretation of one practically means all. When such a clause says: "This policy shall be incontestible after two years from date of issue," it does not mean that an insurance company can refuse payment within that time or cancel the policy within that time, and it does not mean that an insured must wait two years to be sure of his protection. It does mean that, if a fraud or misrepresentation is imposed upon an insurance company to obtain an insurance policy and if the company discovers it within two years (some policies one year), they may sue to cancel the policy. If the company does not discover the fraud or misrepresentation and the insured dies within two years, then if the company can prove the fraud or misrepresentation they can contest payment of the insurance. The fraud or misrepresentation must have been made to obtain the insurance and it must be in the policy, as a part of the statements made in the application or to the medical examiner. If fraud or misrepresentation was committed and the insured dies within two years, even then in order to contest, the company must prove that the fraud related to the cause of death. If an applicant concealed the fact that he was an aviation cadet and obtained insurance, but died in an automobile accident within two years, the company's protest would not hold. As a matter of policy, no one would carry insurance payable upon death which might not occur until many years hence, if it was thought that the claim would be contested. Assurance is therefore given by the contestibility clause that, after two years, the company deprives itself of any right of contest except for nonpayment of premiums. By repetition it is again stated that a policy may not be contested even within the two-year period unless fraud or misrepresentation was committed to obtain the policy.

All companies offer an additional feature with life insurance policies for an extra premium, known as a "Double Indemnity Clause" or "Accidental Death Benefit." These clauses generally provide that if the death of the insured occurs from accidental causes that the face amount of the policy will be doubled. In the last few years, in addition to all deaths from natural causes, accidental deaths of all kinds have increased the rate by approximately 10%. These clauses are therefore good added protection, but it must be remembered that these clauses do not cover all accidental deaths. The clauses generally state that "Provided, however, that no Double Indemnity shall

be paid if the death of the insured results from suicide, sane or insane, participation in riot, insurrection, or civil commotion, or from submarine operations or aircraft flights (except as a fare-paying passenger) or from participation in military or naval service in time of war."

How many times have we erroneously heard: "My insurance doesn't cover me on flights in army aircraft," or "My insurance is no good in time of war." These misunderstandings can nearly always be traced to reading the exceptions in Double Indemnity Clauses, as noted in the previous paragraph. The insured carries the impression that war service, aviation, etc., are not covered when actually the policy is good, only the Double Indemnity feature being restricted.

Many commercial insurance policies which were obtained prior to entry into the Air Corps contain disability clauses which provide that, if the insured is disabled from either sickness or accident for 120 days or more (or varying period), the company will waive future premiums on the policy and, in addition, pay a disability income to the insured. These clauses do not generally exclude disabilities occasioned by war service, flying accidents, etc. Therefore, policy holders in service who have such disability clauses may doubly appreciate them, especially if any flying is being done.

Any reputable life insurance company will do exactly what its policy contracts provide. Therefore, it is important that every policy holder should read his policy. Most questions can be answered in that way. However, many questions do come up and matters of service are needed. Every policy holder should feel free to call on the agent who sold him the policy, or that office in which the policy records are carried, or the home office. One who is away from home can easily obtain advice and service by calling on the nearest local office of his insurance company. However, whenever any change is made in a policy, or an amendment or an interpretation, it must come from the home office in order for it to be binding upon the company.

The foregoing article has dealt entirely with life insurance written by private life insurance companies. No mention has been made of U. S. Government Insurance or National Service (U.S.) Insurance. The Government, through the U. S. Veterans Bureau, administers this insurance, and its purpose is to protect against all accident hazards. No military, war or aviation exclusion riders are ever used.

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## LAWSON FIELD, GEORGIA

(Continued from page 5 )

ing 12 officers and 159 enlisted men, was transferred thereto from Barksdale Field, La. In November, Lawson Field was further augmented by the 16th Observation Squadron, commanded by Capt. Fred S. Stocks, and comprising 11 officers and 179 enlisted men, from Fort Bragg, N. C., and by the 97th Observation Squadron from Mitchel Field, N.Y., composed of 14 officers and 159 enlisted men, under the command of Capt. Philo G. Meisenholder. In December, 1940, the 62nd Air Base Group (Special) was activated and, under the command of Capt. Stocks, above mentioned, took over the operation and administration of Lawson Field.

Today, the combined strength of all the organizations mentioned above numbers 883 officers and men, and it is expected that by the end of this year this strength will be increased to approximately 1500 officers and men.

During this period of personnel organization, the construction of barracks and other buildings was rapidly nearing completion. Roads were laid out and surfaced, and hangars and parking aprons completed.

A radio control tower, radio range, A.A.C.S. Station, new runways, underground gasoline servicing tanks, together with improved night lighting facilities, greatly increase the amount of traffic that can be safely handled at Lawson Field. In February, an expansion program, involving over one million dollars, was projected, which will triple the present commissioned and enlisted strength at this field.

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France Field's carnival float won first place in the competitive festival parade held in Colon in connection with the annual Panamanian Mardi Gras celebration. The exhibit, representing the Air Corps, was built to resemble an airplane and was "manned" by a fair crew of two - the Misses Theresa and Mary Louise Rozburski, daughters of Master Sgt. Rozburski, of France Field. The float was built in the Panama Air Depot by Master Sgt. John K. Williams, A.C., under the supervision of Col. Edwin J. House, Commanding Officer of France Field.

Fort Douglas, Utah.

The Ninth Bombardment Squadron stationed at Ft. Douglas, Utah, recently spent two weeks at Muroc Bombing Range in southern California, conducting practice and record bombing. Operating in shifts enabled each combat crew to inhale the famed California sunshine every second afternoon. The cold nights, however, made even four blankets seem inadequate, and many found it necessary to sleep in winter flying suits.

In the first week the Squadron was favored with blue skies and unlimited visibility. Master Sgt. James E. Worley, Staff Sgts. Charles T. Reeves, and William F. Krueger qualified as Bombardiers. During the second week, however, the weather turned sour, featuring high winds, a sand storm and heavy rains. Muroc Dry Lake soon became Muroc Lake.

Due to the condition of the field, it was necessary to suspend flying for three days. Conditions then improved sufficiently to permit the airmen to return to Salt Lake City in time to participate in Group bombing exercises the following day.

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Hickam Field, T.H.

The 42nd Bombardment Squadron, stationed at Hickam Field, T. H., was recently engaged in ten days of maneuvers at the Bellows Field gunnery camp, the principal activities being aerial gunnery and pistol firing. The ideal location of this field enabled the personnel to devote their spare hours to fishing, hiking, mountain climbing, athletics, and just plain relaxation under the palm trees.

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Here is how the News Letter Correspondent of the 31st Bombardment Squadron, Hickam Field, T. H., sums up the main function of that organization:

"The news that a Bombardment Squadron likes to advertise and talk about is that of its major activity, bombing averages and results, especially if they are high and credit mentioning. We are proud to say that under the guiding and capable hand of Capt. Mc Cafferty, Commanding Officer of the 31st Bombardment (H), this organization is the leader of the entire field in dropping those pills in that, such a little, circle."

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MacDill Field, Fla.

Extensive flight operations were performed on March 3rd by the 52nd Bombardment Squadron, MacDill Field, Tampa, Fla., utilizing B-18 planes. The morning period was devoted to ground gunnery in formation, while in the afternoon formation bombing was conducted on a water target. In the evening, each junior pilot received an hour's work in night B-18 transition.

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Savannah Air Base, Ga.

Personnel of the 16th Bombardment Squadron, stationed at the Savannah, Ga., Air Base, were recently afforded excellent training in long range operations. In addition, according to the News Letter Correspondent, the Squadron "left a trail of theoretical destruction from simulated bombs from coast to coast." The unit training mission to the West Coast was participated in by 12 officers plus crews, utilizing four B-18's. An assembly program, plus a bombing mission, was executed, the personnel staying overnight at Barksdale Field, La. The second leg of the flight to El Paso, Texas, was made into the teeth of a 60-mile gale which raised dust to 12,000 feet, necessitating instrument flying from Abilene, Texas, to destination. Under these adverse conditions, the Squadron theoretically destroyed Red Bluff Reservoir Dam. The next day's jaunt into March Field was accomplished without incident.

The weather very accommodatingly closing in at March Field, the personnel had four days in which to visit various places of interest in Hollywood, also the Douglas aircraft plant in Santa Monica.

Returning to their home station, the airmen took off early in the morning for Wichita, via Grand Canyon, arriving there at dusk. The moderate tail wind wound up into something really helpful the next day, and in the last leg to Savannah the B-18's passed check points like A-20's.

Personnel participating in the flight were Capt. Arnold L. Schroeder, 1st Lieuts. Richard D. Callaway, Clifford W. Ludwig, Edward N. Backus, 2nd Lieuts. Sherman F. Stacher, Joseph A. Chambers, Victor D. Kadanka, Robert G. Ruegg, Shelby Harper, Stanley R. Vosper, Allison Maxwell, Staff Sgts. James B. Scruggs, Jr., H. C. Templeton, Hilroy Boswell, J. L. Overton, Robert E. Butler, K.W. Neal, Sgts. Clarence Slayton, Elmer Lemesh, E. E. Siteljorge, C. B. Nicely, Cpls. Oris D. Reagan, R.T. Savage, Wm. H. Lancaster, Pvts. 1st Cl. B.G. Braddock, Hugh W. Jenkins, Wm. H. Wallace, and Joe E. Dennis.

The mission was entirely successful in all respects, serving as a graduation exercise for junior officers to the status of combat pilots, and providing a change of scenery for them as well as some recreation.

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Albrook Field, Canal Zone.

The 37th Pursuit Group, Albrook Field, commanded by Maj. Milo Clark, is undergoing a period of intensive aerial gunnery instruction at the Rio Hato Training Base, Republic of Panama, which will continue until April 12, 1941.

The ground echelon of 100 men of the 31st Pursuit Squadron, under the command of 1st Lieut. Kyle L. Riddle, which left Albrook Field by truck convoy on February 28th, carrying their field radio, armament and kitchen sections complete, will maintain the Group's equipment while acting as the service element at the base. They were scheduled to be relieved in approximately two weeks by the 30th Pursuit Squadron, which will serve in a similar capacity while the 31st Squadron engages in gunnery practice.

The air echelon, consisting of the Pursuit planes to be used and the first of the pilots undergoing their gunnery training, left Albrook Field on March 3rd, under the command of Capt. Morley F. Slaght, who will be in charge of the training operations at Rio Hato.

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MacDill Field, Fla.

The 52nd Bombardment Squadron, stationed at MacDill Field, Fla., carried out a 4-plane navigation mission to El Paso, Texas, and return, departing on March 1st and returning in the early morning hours of March 3rd. Each plane carried four officers.

The crews of all planes received experience in pilotage, dead reckoning and celestial navigation, formation flying, radio and day and night interception. Nine junior pilots were checked off on B-18 cross-country flying.

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Good Progress by Texas Squadron

The 111th Observation Squadron, formerly the 36th Division Aviation, Texas National Guard, recently completed a basic period of military training and is now engaged in a program of specialized courses, including the study of Spanish.

This Squadron was inducted into the Federal service on November 25, 1940, and moved on January 12, 1941, from Houston, Texas, to its new station on the Brownwood, Texas, Municipal Airport. The personnel live under canvas. The camp will be about completed when the hangar under construction is ready for occupancy.

Maj. Aubrey W. Schofield commands the Squadron, his staff consisting of Lieut. Louis E. Hobbs, Adjutant and S-1; Capts. R. F. Wiseheart, S-2; B.L. Austin, S-3; Earl Showalter, Engineering Officer, and Lieut. Ben Schnapp, S-4.

Lieut. Gen. Herbert J. Brees, commanding the Third Army, and Maj. Gen. Walter Krueger, Commander of the VIII Army Corps, visited the squadron the latter part of February.

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GUNNERY SCHOOL AT LAS VEGAS, NEVADA

According to a War Department announcement, authority was granted for the construction of housing and facilities for a flexible gunnery school at an estimated cost of $2,266,013 at Las Vegas, Nevada. The facilities will be adequate for about 2,800 officers, cadets and enlisted men, the construction authorized including:

Fifty-eight barracks; 13 each supply rooms and day rooms; 11 administration buildings; five each warehouses and mess halls, four school buildings; three each officers quarters and Link trainer buildings two recreation buildings; one each fire station, 150-bed hospital unit, flag pole, motor repair shop, telephone building, theater, group operation building, Air Corps shop, radio station building, guard house, post exchange, gasoline storage, utility building, commissary cadet operation building, range building, and control tower; also utilities, fencing, grading, and other necessary work.

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TRANSFER OF 31ST AND 4TH A. B. GROUPS

The War Department announced that the 31st Air Base Group, consisting of about 140 officers and men, will be sent from Barksdale Field, La., to the Tucson Air Corps Facility, Tucson, Ariz., and the 4th Air Base Group, consisting of about 140 officers and men, are to be transferred from March Field, Calif., to the Albuquerque Air Corps Facility, Albuquerque, New Mexico, for permanent change of stations at dates to be determined by the Commanding General, GHQ Air Force. The movements are to be made by air, motor and rail.

Albrook Field, Canal Zone.

The 2nd Materiel Squadron of the 15th Air Base Group was on February 1, 1941, redesignated the "19th Materiel Squadron."

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Hamilton Field, Calif.

The newly activated 51st Pursuit Group (Interceptor) is composed of personnel from its noted parent, the 20th Pursuit Group. Its four units, the Headquarters Squadron, the 16th, 25th and 26th Pursuit Squadrons, are commanded, respectively, by Capt. J. N. Durham, who is also Group Commander, Lieuts. L.W. Goddard, E.H. Tolan and C.W. Dunning. The group is scheduled for permanent station at March Field, Calif.

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The 70th Pursuit Squadron, 35th Pursuit Group, activated January 1, 1941, began operations on January 15th with 30 men. On February 12th, the squadron had 62 men present for duty. Capt. Harold B. Wright and 1st Lieut. Henry Viccellio were assigned to the squadron on the date of its activation, and five officers were attached for flying training. Since then three of these five officers were ordered to foreign service.

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Savannah Air Base, Ga.

With the activation of the 79th Bombardment Squadron (L), many grades and ratings were allotted. Capt. C. U. True, a recent arrival from Maxwell Field, is the Commanding Officer; Master Sgt. Steve J. Schultze, Line Chief; Staff Sgt. Neal F. Holmes, acting First Sergeant; Staff Sgt. Thomas G. Greene, Squadron Sergeant Major; Sgts. Delbert Villanueva, Armament Chief; Edgar F. Braddock, Tech. Supply; and Homer M. Gerteis, Squadron Supply. On February 13th, the strength of the Squadron jumped from 29 to 41 men, the newcomers being assigned from the Provisional Air Corps Detachment at Barksdale Field, La. The 79th expects to leave for Manchester, N.H., in the very near future.

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The 56th Pursuit Group (Interceptor) recently celebrated its anniversary of one month, having been activated on January 14, 1941. Lieut. Col. Younger A. Pitts, former Operations Officer of the 27th Bombardment Group, is the Group Commander, as well as commander of the Headquarters Squadron. First Lieut. Morton H. Van Sicklen is Acting Executive Officer, Materiel Officer and Adjutant, in addition to his regular assignment as Commanding Officer of the 62nd Pursuit Squadron. Capts. Harry F. Van Leuven and Norman B. Burnett are in command of the 61st and 63rd Squadrons, respectively. Noncommissioned officers were assigned to the various key positions in the Headquarters, 61st, 62nd and 63rd Squadrons, in the order given, as follows:

First Sergeants: Wm. M. Tidwell, Chas. B. Palmer, John W. Mitchell and Hose H. Lovelace.

Line Chiefs: Tech. Sgt. Lester Thomas, Master Sgts. Richard E. Hoijer, Irvin L. Clark and Tech. Sgt. James H. Crawley.

Flight Chiefs: Staff Sgt. Clifford H. Billingsley, Tech. Sgt. Junious A. Smith, Staff Sgt. Cecil Brooks; no assignment for 63rd.

Sergeant Majors: Sgt. Wm. F. Hooper, Staff Sgt. Jack M. Barrier, Sgts. James W. Fountain and Guy W. Hayden.

Radio Chiefs: Staff Sgts. Marvis Williams, Jack E. Cariker, Ernest Kantowski, and Tech. Sgt. Howard N. Scales.

Engineering Chiefs: Pvt. 1st Cl. Carl G. Stone, Staff Sgt. Wm. L. Jones, Tech. Sgts. Herbert M. Chew and Dave Smith.

Armament Chiefs: Staff Sgts. Lindsey P. Dale, Raymond G. Carter, Master Sgt. Frederick A. Sheehan and Staff Sgt. Wilbur C. Thielbar.

Chief Operations: Staff Sgts. Glen B. Crocker, Johnny C. Gault, Sgt. Harleth D. Falk and Staff Sgt. Armand James.

Q.M. Supply: Sgt. Charles H. Wright, Staff Sgt. Erich H. Voss, Sgt. Bryant R. Fortner, and Staff Sgt. Choron A. Grilsley.

Technical Supply: Cpl. Franklin M. Hallmark, Staff Sgt. Eugene M. Jackson, Sgts. Cecil G. Smithson and Frank Price.

Mess Sergeants: Sgts. Martin M. Hanes, Thomas M. Tarpley, R. L. Murray and Staff Sgt. Paul J. Miller.

The present home of the group is in one barracks in the 17th Bombardment Squadron (L) area at the Savannah Air Base. "Sometime this spring," declares the News Letter Correspondent, "we will move to Charlotte, N. C., and occupy a brand new base almost ready for us."

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On January 14th, the 13th Bombardment Squadron gave birth to the 51st and 79th Bombardment Squadrons and aided greatly in furnishing personnel for the 8th, 10th and 17th Reconnaissance Squadrons. Although the newly activated units are still attached to the 13th Squadron for administration, the News Letter Correspondent declares that it is expected they will soon be on their own.



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## NEWLY ACTIVATED ORGANIZATIONS

The 78th Bombardment Squadron (L) was activated on January 15, 1941, with Capt. Harold Q. Huglin as its Commanding Officer. Twenty-seven trained men were assigned to it from its parent organization, the 8th Bombardment Squadron (L). The 78th is attached for duty with the 8th pending departure for permanent station at Manchester, N. H. "Upon our cadre nucleus," declares the News Letter Correspondent, "we expect to build and train a complete organization, efficient in its combat duties and worthy of its place among the units of the U.S. Army Air Corps."

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On January 15, 1941, the 16th Bombardment Squadron (L), gave birth to the 57th Bombardment Squadron (L). At this writing the new outfit consists of one officer and 27 enlisted men. It is eagerly looking forward to receiving its full quota of officers and men and the transfer to the new base at Oklahoma City, Okla. First Lieut. Richard D. Callaway is the Squadron Commander, and the noncommissioned officers assigned to key positions are as follows: Master Sgt. Stanley J. Krovontka, Line Chief; Wm. H. Southern, 1st Sergeant; Sgts. Calvin A. Noble, Operations Chief; Ben H. Burns, Squadron Supply; Owen G. Allen, Mess Sergeant; Staff Sgts. Luther E. Holmes, Communications Chief; Galen A. Pratt, Armament Chief; and Cpl. Ercel E. Taylor, Technical Supply.

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Out of the confusion of the recent activation of the new Air Corps units, the 11th Reconnaissance Squadron emerged as one of the new units, consisting at present of 43 men, the majority of whom are in their first enlistment. The correspondent states that what these men lack in service and experience they make up in loyalty to the new squadron, and that a spirit of unity prevails. First Lieut. Allman T. Culbertson took over the command of the squadron. Assisting him is 1st Sgt. Eugene C. Lossett.

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The 16th Bombardment Squadron lost many of its "old men" due to the expansion program, for on January 15, 1941, it became the parent of two new units, the 55th and 57th Bombardment Squadrons, whose ultimate station is Oklahoma City, Okla. The 16th also furnished part of the men for the cadres of the 9th Reconnaissance Squadron, scheduled to go to Oklahoma City; the Hqrs. Squadron, 56th Pursuit Group, and the 63rd Pursuit Squadron, slated for Charlotte, N. C., and the 11th Reconnaissance Squadron, to remain at the Savannah Air Base.

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The Hqrs. and Hqrs. Squadron, 46th Bombardment Group (L) is making rapid progress since it was activated a few weeks ago. The men assigned to key positions have taken hold and are doing well. Maj. Guy L. McNeil is the Group Commander as well as Commanding Officer of the Headquarters Squadron. On February 13th, the squadron was increased by seven enlisted men transferred from Barksdale Field, La.

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Since the activation of the 50th Bombardment Squadron as a cadre unit, its personnel was increased by seven recruits who received their basic training at Barksdale Field, La. They will be instructed in guard duties and in the use of the Army .45 Cal. automatic pistol at the recruit center at the base. The 27 charter members of the squadron are beginning to feel like old veterans, due to the influx of new men. The correspondent opines that the newcomers will quickly absorb the admirable team spirit which so permeates this new and as yet untried outfit.

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### FLIGHT THROUGH CARIBBEAN DEFENSE AREA

Two B-18A Bombers, with Lt. Col. Wm. S. Gravely in command, departed from Albrook Field, C.Z. for a flight around the Caribbean area, the route followed being Maracaibo, Venezuela; Port of Spain, Trinidad; Borinquen Field, P.R., Kingston, Jamaica, and return.

The purpose of the flight was to acquaint with conditions in the Caribbean area two staff officers designated for assignment to the staff of the Caribbean Defense Command Headquarters, namely, Col. Wm. C. Christy, who has been Inspector General of the Panama Canal Department, and Lieut. Col. Wm. S. Gravely, Air Corps, who has been G-3 of the Panama Canal Department Air Force. Maj. Louis J. Tatom, of Panama Canal Dept. Hqrs., also accompanied the flight.

The crews were: Capt. Jack Malone, 1st Lieut. Herbert A. Von Tungeln, 2nd Lieuts. Richard G. Jones, Hiram F. Connant, Harold G. Senften; Staff Sgts. John C. Blakemore and George Haber, Jr., (74th Bombardment Squadron); and Robert W. Wheeler and Gustav H.L. Ferhm, Hqrs. Squadron, Panama Canal Dept. The flight returned on March 5th.

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Canal Zone:

A B-18A Bomber, of the 99th Bombardment Squadron, 9th Bombardment Group, stationed at Rio Hato, Republic of Panama, crashed into Panama Bay, a short distance from Venado Beach, about 6:30 p.m., February 27th. It was seen to burst into flames as it struck the water and it continued to burn until it sank shortly afterwards.

The Bomber was on a routine training flight and carried a crew of three officers and four enlisted men, all of whom perished. The airplane had departed from Rio Hato at 6:00 p.m. WYYT, the radio station at Rio Hato, held constant radio contact with the Bomber as it progressed towards the Canal Zone, flying along the Pacific Coast. At exactly 6:30 p.m., its position was reported as being between Bruja Point and Venado Beach. First Lieut. Jack L. Schoch, commanding the flight, communicated with Rio Hato to the effect that he was starting to climb to 14,000 feet and would fly at that height an unspecified length of time. This was the last report received by radio. At about this same time, visitors at the Balboa Yacht Club reported that they saw an airplane fall into the ocean in the vicinity of Venado Beach. This report was verified by members of a searchlight battery at nearby Fort Kobbe.

The Air Corps crash boat, "General Menoher," and a Navy launch arrived at the scene without delay. Shortly thereafter, Army airplanes took off from Albrook Field and circled over the locality, dropping magnesium flares and which cast a brilliant light over a wide area. Searchlight batteries along the Fort Amador causeway, the fortified islands and other nearby points were trained on the spot, every endeavor being made to effect a rescue. The Navy cooperated in the effort to lift the wrecked airplane with apparatus on the Navy barge, "Mary Ann," 12 divers participating in the operations. Lifted to the surface by a derrick, the plane fell to pieces in the attempt to swing it on the deck.

The members of the crew of the Bomber, all of the 99th Bombardment Squadron, were: First Lieut. Jack L. Schoch, Pilot; 2nd Lieuts. Mac Bartlet Stephenson, Co-pilot; Reuben W. Mayne, Navigator; Sgts. Elmo B. Solberg, Radio Operator; Arthur Zence, Flight Engineer; Cpl. Frank T. Waclawski, Flight Engineer; and Pvt. 1st Cl. Norman Cohen, Radio Operator.

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In the February 13, 1941 Morning Report of the 43d Pursuit Squadron, Albrook Field, Canal Zone, there is this notation: "2nd Lieut. Fisher A-R duty to died." To the personnel of this Squadron, this terse statement holds a world of significance, in that we lost one of the most brilliant and ambitious young men ever to arrive at Albrook Field.

John Fisher had two major interests in his life - flying and mathematical research. He knew more about aerodynamics and the history of aviation than many a senior pilot. As for calculus, geometry and differential equations, he was rapidly on his way towards a Master's degree at Brown University, Providence, R.I., when he entered the Air Corps.

Besides being a valuable asset to the service, Lieut. Fisher had a way of forming friendships and instilling confidence in his associates which makes his loss even more difficult to bear. The 43rd salutes you, John Kepplinger Fisher! You were a fine officer and a great man.

Moffett Field, Calif.:

Two airplane crashes recently resulted in the death of two instructors and one Flying Cadet. One accident occurred near Moffett Field, Calif., and the other a short distance from the temporary station at Bakersfield, Calif.

Two flying instructors at Moffett Field, 2nd Lieuts. Walter S. Rutherford, Jr., of San Francisco, Calif., and Henry G. MacDonald, of Syracuse, N. Y., were flying in a BT-13 Training plane, when it struck a power line, crashed into a hill near Sunol, some 40 miles from Moffett Field, and burned. Lieut. Rutherford was killed, and Lieut. Mac Donald, thrown clear of the plane and seriously injured, was able to travel a short distance to a road, where he called for help.

First Lieut. Walter J. Alsop, of St. George, Utah, and Flying Cadet Donald J. Stanford, of Red Oak, Texas, were instantly killed when their training plane went into a spin and crashed near Rosedale, eight miles from Bakersfield, where the Moffett Field Basic Flying School has set up a temporary station. Lieut. Alsop is survived by his widow and Cadet Stanford by his mother.

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Through the courtesy of Mr. Walt Disney, the recently activated 23rd Pursuit Squadron, Ponce Air Base, Puerto Rico. Has a design for its insignia picturing a ferocious looking falcon, equipped with goggles and boxing gloves, diving down on its prey.

## "WINGED WARFARE"

Major General Henry H. Arnold, Chief of the Air Corps and Acting Deputy Chief of Staff, and his collaborator, Colonel Ira C. Eaker, have written a new book - "Winged Warfare" - which, judging from its popular reception, answers many vital questions which the American people are now asking regarding the nation's air defense.

Various types of planes, their equipment and weapons are interestingly described. Other subjects touched on are combat and maintenance crews, air bases; the organization of an air force; air tactics; strategy of air force operations; defense against air attack; aircraft production; aeronautical research, experimentation and development; and the air force for America.

The authors assert that today our planes, type for type, are in all cases equal to, and in many cases superior to, the aircraft now engaged in the bitter fighting overseas; that the air force which we are building today is thoroughly modern and takes full advantage of overseas developments.

The requisite characteristics of the men upon whom the nation must rely to pilot our planes are outlined, as well as the tasks confronting the bombardier, the aerial engineer, the navigator, the radio operator, the observer and aerial photographer, and the maintenance crew. High tribute is paid the men on the ground - the mechanics - the authors stating that "The success of an air force will depend in great measure on the skill, training and loyalty of its ground maintenance crews." Several pages are devoted to the new parachute troops and other branches of the Army performing vital services for the Air Corps.

Discussing the immediate need for permanent as well as temporary air bases, the authors disclose that provision of air bases is one of three major air force problems, the other two being flying men and flying machines.

Referring to our Air Force organization, the authors describe the functions of the Chief of the Air Corps, his assistants, and of the Commanding General of the GHQ Air Force; the composition of the Wing, Group and Squadron; the mission of the recently created Air Defense Command. Several pages are devoted to cooperation with the Navy, National Guard and Organized Reserve. Air organization in Germany and Great Britain is outlined.

In describing recent air operations in Europe, the effective cooperation of the air force with mechanized forces is stressed. Dive bombing, never enthusiastically received by America's leading airmen, may be abandoned, it is claimed, in favor of low altitude horizontal bombing from an altitude beyond the range of automatic small-caliber weapons. Parachute troops are characterized as very effective surprise factors. Cooperation of pursuit or fighter aviation is deemed of great value in protecting a land army from air attack. It is fairly generally agreed that no land or naval battle will be won while the enemy holds air superiority. Armies or navies must ride secure in the fact that a devastating attacker will not descend upon them from the sky and destroy their weapons, their supply depots, communications or reserves, or alter their plans.

Pointed comments are made on air tactics, such as -

The greatest protection of the bomber, once it is discovered by the enemy pursuit, lies in tight formation with the resultant grouping of defensive fire power.

Untrained combat crews should never be entrusted to take bombers costing a quarter of a million dollars into tight situations.

Try new methods when an old method of attack proves costly; shift promptly to new experiments. Air tactics must be elastic, changeable to meet changing conditions; airmen must be alert and open-minded. They must learn tomorrow's principles of attack from today's air battle.

Stouthearted leadership is imperative; vascillation, indecision, delay mean disaster; split-second thinking is the rule; second guessing for the airman is out. Bold, aggressive leaders win air battles.

Airplanes must be modern, up-to-date in speed, protective fire power and weapons. It is uneconomical to keep tactical units equipped with inferior planes.

Morale is more important for the air fighter than for any other military man. He must be imbued with the offensive spirit. In air fighting, crews and planes must be conserved and not frittered away on useless targets.

In the chapter devoted to "Strategy of Air Force Operations," which discusses this all important subject so vitally affecting the very life of nations, it is stated that there is a greater likelihood that poor strategy will cause



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the overthrow of nations than poor tactics. An example cited is the failure of England and France to prevent the creation of the German air force or to build more powerful air forces of their own. Correct thinking is the basis of all successful strategy. The answer to our requirements for adequate protection is an air force large enough to prevent the incursion of any foreign establishment, one able to concentrate more aircraft in any of our critical vital areas than can be concentrated for attack against these establishments.

Hemisphere defense, it is stated, involves air forces, sea forces and land armies in correct proportion under a common command and with a common objective. These forces must be trained to work together and speak a common language. The provision of adequate air bases, well distributed, reduces the necessity for airplanes of a range between 10,000 and 12,000 miles. An airplane of 3,500-mile range might be substituted for direct action against any possible opponent if adequate bases are provided in all theaters.

The life of a nation may depend not on the success of air fighting but on the ability of the aircraft industry to maintain the fighting forces at full strength in arms and equipment. This means a tremendous aircraft industry, for a nation with an air force of 10,000 fighting planes, if attacked by a larger air force, might well require a replacement of at least 30,000 planes a year. Wise, farsighted leadership in a democracy can enforce the cooperation of three essential elements - capital, labor and production facilities - to a common end. Only in this way will a large air force be maintained in continuous operation. Germany's astounding victories were due to the fact that she was well prepared to produce airplanes in quantity, and from this America has a very important lesson to learn.

In the chapter on "Defense Against Air Attack," various counter measures are touched upon, including light single-seater pursuit planes, anti-aircraft artillery, small caliber fire, barrage balloons, the warning net, camouflage, underground shelter and blackouts. It is stated that an unmeasurable factor of tremendous importance in withstanding the air onslaught is civil morale.

In the chapter on "Aircraft Production," the steps taken by this country to bolster its air defense - Time being stressed as a most vital factor - are reviewed. "We have been told repeatedly," they say, "and nearly all sources seem to agree, that Germany's production is about 3,000 planes per month. It took her six years to reach that level. Thus, it is evident that there is a vital time factor in aircraft production which cannot be discounted, but which must be taken into full account in the building of air forces." Air forces must be in being when a war starts; there will not be time after the bombs begin to fall to build either the factories or the planes for the creation of a larger air force. Although funds were appropriated for the delivery of 21,000 Army planes by July, 1942, Congress will face an important decision as to how many airplanes 1942 appropriations will provide for delivery in 1943. If the American aircraft industry is to maintain a production rate of 36,000 planes a year, it will be necessary for Congress to provide funds for many planes for the fiscal year 1943. Obviously, an aircraft production of 36,000 planes per year cannot be maintained indefinitely, involving as it does a cost of almost a billion dollars per annum. The possibility of a cessation of hostilities in the midst of this intensive aircraft production would create a serious economic situation.

A chapter is devoted to the various governmental agencies engaged in aeronautical research, experimentation and development.

Very comforting facts and figures are noted in the last chapter, setting forth our present capabilities in the way of providing pilots, mechanics and aircraft; what has been accomplished thus far in establishing new air bases; and what we may look forward to next year. The schools now capable of turning out 10,000 mechanics and 5,000 pilots a year will by midsummer have a capacity of 20,000 mechanics and 12,000 pilots. Our aircraft industry, now capable of producing about 1200 planes a month, should in late 1942 produce about 3,000 planes a month. Nineteen permanent and 23 temporary air bases will be ready for the operation of aircraft in the spring of 1941. There is a possibility, however, that the production of 36,000 planes a year might not be enough, for in the event of a war between the United States and a coalition of the leading powers of the world now unsympathetic to our government and our economic policy, an aircraft capacity of more than 50,000 planes per year might be brought against us.

## BOOK REVIEWS

which means that by 1942, when we have reached our 36,000 plane rate, we might have to double it. In the meantime, it is better to expand by gradual steps and avoid the hectic period of mushroom growth we witnessed in the first World War.

The building of an adequate air force will require the expenditure of vast sums; the coordinated effort of many thousands of citizens and heavy taxation for all of them. But it is unlikely that a nation such as ours can maintain its integrity and continued existence in its present way of living unless it establishes and maintains the world's strongest air force.

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## BREVITIES

Core and Core are Corporals in the Air Corps. Since their original assignment to the 13th Bombardment Squadron at the Savannah, Ga., Air Base, the brothers stuck together closer than Siamese Twins. When they were separated recently and assigned to different units, each wished the other the "best of luck," keeping their chins up and their spirits high.

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In the division of cadres recently to form new Squadrons, the 8th Bombardment Squadron, Savannah Air Base, Ga., lost Master Sgts. E. M. Adams and J.L. Gilinsky. Both had long and continuous service therewith, the former for nine years and the latter, practically a charter member, for 15 years. The service of these men was of the highest type, and the Squadron never hopes to have any harder working or more conscientious men on its rolls.

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During February, the Air Corps Training Detachment at Glendale, Calif., reached its peak in the training of enlisted men, a total of 604 undergoing instruction as mechanics at the Curtiss-Wright Technical Institute. It is stated that this level will be maintained, with new groups of approximately 50 men arriving each two weeks to replace similar groups of graduates.

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Early in February, the officers of the 23rd Pursuit Squadron at the Ponce Air Base, Puerto Rico, had the pleasure of flying together as a unit for the first time since leaving Langley Field.

With the completion of the temporary 1500-foot runway at the Ponce Air Base, Puerto Rico, officers of the 36th Pursuit Group recently had the pleasure of flying together for the first time since leaving Langley Field. Prior to this time all the P-36 planes were left at Borinquen Field, and each squadron in the Group spent a week at a time on detached service there for the purpose of flying training.

National Defense activities along the Lake Huron shore between Selfridge Field and the aerial gunnery range, near Oscoda, appear to cause much distress among turkey hens. Talking recently to Selfridge Field officers, a Lexington, Mich., turkey farmer stated: "When these low flying Pursuit planes come over our barnyard, my turkeys set up an awful clatter, leave their nests, and take to the air in defense of their eggs and poults. Several days ago, one of my turkeys flew to the top of a haystack and refused to come down until dark. They think the plane shadows are hawks and go wild with fright. We'll have to start using incubators and brooders if we're going to keep in the turkey business." Selfridge Field officers assured the farmer that they will minimize interference with turkey family functions.

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An impromptu celebration at the Cal-Aero Training Detachment at Glendale, Calif., followed an announcement to the effect that, of the original enrollment in Flying Cadet Class 40-G to undergo primary flying training at that training center, 81 per cent subsequently completed the course at the Advanced Flying School at Kelly Field, Texas. This almost incredible figure is a startling advance over the national average of 57.3% for corresponding classes at all the primary training detachments.

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The Quartermaster at Westover Field, Mass., announced a new system of rationing, similar to that used in the field, the experiment to go into effect on May 1st and last for three months. The plan is to prepare menus a month in advance, each mess hall to be given the same food but differing in amounts according to the number of men being fed. The menus will be prepared to insure full quantities of vitamins and calories.

## KELLY FIELD'S FIRE DEPARTMENT

America's foremost college of the Air, Kelly Field, Texas, just like any other growing, respectable community of good citizens, maintains a modern and most efficient fire department for the safety of it's growing population.

Under the direction of Staff Sgt. C. F. Wheeler, in charge for the past 8 years, the department has functioned smoothly along with a personnel of about 30 men, who are chosen from the different organizations, live in the Firemen's Barracks and, when on duty, remain within call at all times.

As a rule, half of the men are usually on duty for 48 hours, followed by 24 hours off duty. They are privileged to attend the post movies free of charge and receive free transportation to and from town. They well deserve their few privileges and more, for they may risk their lives at any moment for the safety of the thousands of others living on the post.

The jobs of these gallant fire laddies could be called pleasant, but by no means easy. Weather permitting, they are given daily drills in their duties and spend long hours learning the use of their complicated equipment.

The automatic fire alarm system, which consists of 10 boxes and telephone connections throughout the post, is of the Gamewell type. The department's equipment, which is always kept shining and in the best condition, consists at present of 5 engines--two crash trucks and three pumpers, the latest one a modern 41-Ford model with a 500 gal. capacity per minute. The two crash trucks are kept ready for use on the line. Although minor crash calls are frequent, there has not been a serious fire on the post since 1938, when hangar No. 23 burnt to the ground.

As Kelly Field's Fire Marshal, it is the duty of Capt. Joseph W. Koch, Air Corps, to make periodical checks of the department's efficiency, personnel and equipment. The non-commissioned officers of the department, in addition to Staff Sgt. Wheeler, are Staff Sgt. Moseman, Sgts. Dickerson and Jackson. The Fire Chief is George Cornell.

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## GLOBE TROTTERS IN FLYING CADET CLASS

In Class 41-E, the newest group of student pilots reporting for basic training at Randolph Field, Texas, five came from various parts of the globe.

Flying Cadets Morris C. Caldwell, born at Futsing, China, lived in Japan, Alaska and the Philippines; Clay U. Bullis first saw an airplane in Durban, South Africa; Brenton R. Nelson and Victor H. Prarat were Canadians, the former from Winnipeg and the latter from Alberta.

The only Cadet in the class not now residing in the United States is Luis Castro, Jr., whose home is still in Rio Piedlas, Puerto Rico, his birthplace.

Of course, all of these Cadets are naturalized citizens of the United States.

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## GUATEMALAN AVIATORS VISIT ALBROOK FIELD

Two officers of the high command of the Guatemalan Air Corps, Lieut. Col. Rodolfo C. Mendoza and Lieut. Arturo Altolaguirre Ubico, recently arrived at Albrook Field, Panama Canal Zone, in a B-18 plane, piloted by Maj. Wm. R. Sweeley, Commanding Officer of the 25th Bombardment Squadron, France Field, C.Z. The Bomber was one of a flight of three B-18's flown to Guatemala City, via San Salvador, on February 17th, and which returned to Albrook Field two days later, via Managua, Nicaragua.

Col. Mendoza, son of Gen. Rodolfo C. Mendoza, Chief of Staff of the Guatemalan Army, and Lieut. Ubico, nephew of Gen. Jorge Ubico, President of Guatemala, observed the training methods at the several air fields in the Canal Zone and at Rio Hato. During their fortnight's tour of duty they made their home at the visiting officers' quarters at Albrook Field.

Air Corps personnel who participated in the flight, in addition to Maj. Sweeley, were 2nd Lieuts. Wm. P. Mullins, and Harold A. Bullock, 25th Bombardment Squadron; Kenneth D. McCullar, 3rd Bombardment Squadron; Thomas R. Ford, Headquarters Squadron, 6th Bombardment Group; and Robert C. McIlheran, 3rd Bombardment Squadron; Tech. Sgt. John Murphy, Staff Sgts. Andrew M. Jenkins, Frank J. Archackle, Pvts. 1st Cl. John T. Stewart, Charles H. Weiss and Marvin R. Bottorff.

The two Guatemalan officers spent three days at France Field, prior to their departure for their homes on March 10th. They were flown to Guatemala in a B-18, piloted by Col. Charles B. Oldfield, Executive Officer of the 19th Bombardment Wing.

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The News Letter expresses its appreciation to Sgt. Frank J. Lorenz, Hqrs. GHQ Air Force, for the cover design featuring this issue. Sgt. Lorenz has contributed quite a number of cover designs in the past.